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TIME-TABLE

WEEK DAYS

7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 „	to 9.30 „	10	„
9.30 „	to 10.00 „	15	„
10.30 „	to 12.30 p.m.	30	„
12.30 p.m.	to 2.30 „	10	„
2.30 „	to 4.30 „	30	„
4.30 „	to 5.00 „	15	„
5.00 „	to 8.00 „	10	„

NIGHT CARS.
8.50 p.m., 9.20 p.m.
10.00 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
Extra Car—12.00 Midnight.

SUNDAYS.

7.30 a.m.			
8.00 „	to 10.00 a.m.	Every 15	minutes
10.30 „	to 11.00 a.m.	„ 10	„
11.30 „	to 12.30 p.m.	„ 15	„
12.30 p.m.	to 1.30 „	„ 10	„
1.30 „	to 5.30 „	„ 15	„
5.30 „	to 6.00 „	„ 10	„
6.00 „	to 6.30 „	„ 15	„
6.30 „	to 8.00 „	„ 10	„

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As on Week Days.

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57

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 3 A Local. a.m.	No. 5 Through Express a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express p.m.	No. 17 Local. p.m.	No. 21 Local. p.m.	No. 23 Local. p.m.	No. 25 Local. p.m.
CANTON (Tai Sha Tau) dep.		7.30		8.36		3.30				
SHEK LUNG „ arr.		8.50		11.07		4.45				
„ dep.		8.46		11.17		4.50				
Shum Chun „ arr.		10.25		1.00		6.40				
„ dep.	7.27	10.30	8.10	4.20	11.45	6.45	2.00	5.04	6.11	8.24
Sheungshui „ dep.	7.35	—	8.16	4.27	11.51	—	2.08	5.10	6.17	8.30
Fanling „ dep.	7.37	—	8.21	4.43	11.55	—	2.10	5.14	6.21	8.33
Taipo Market „ dep.	7.46	—	8.33	4.54	12.05	—	2.21	5.24	6.31	8.43
Taipo „ dep.	7.52	—	8.37	5.00	12.09	—	2.27	5.28	6.35	8.46
Shatin „ dep.	8.04	—	8.50	5.14	12.22	—	2.40	5.41	6.48	—
Tsaimati „ dep.	8.17	—	9.04	5.30	12.35	—	2.53	5.53	7.00	—
Hunghom „ dep.	8.23	—	9.10	5.36	12.41	—	2.59	5.59	7.06	9.05
KOWLOON „ arr.	8.28	11.10	9.13	5.39	12.44	7.25	4.02	6.02	7.09	9.08

Wednesdays and Saturdays only, until Sept. 15th.

UP TRAINS

Stations	No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local p.m.	No. 16 Local p.m.	No. 20 Local. p.m.	*No. 12 Through Express. p.m.	No. 22 Local p.m.	No. 24 Local p.m.
Last Ferry Boat H.K.	8.25	7.55	8.05	10.15	11.45 a.m.	1.05	7.05	2.45	6.56	6.05
KOWLOON dep.	8.46	8.10	9.20	10.33	12.01 p.m.	1.18	8.20	3.00	6.53	6.20
Hunghom dep.	8.50	—	9.24	10.37	12.05	1.22	8.24	—	6.58	6.24
Yaumati dep.	8.57	—	9.32	10.43	12.09	1.28	8.30	—	7.04	6.47
Shatin dep.	7.09	—	9.44	10.56	12.23	1.40	8.42	—	7.17	7.01
Taipo dep.	7.23	—	10.00	11.09	12.36	1.53	8.55	—	7.31	7.08
Taipo Market dep.	7.28	—	10.07	11.13	12.38	1.57	8.59	—	7.35	7.13
Fanling dep.	7.37	—	10.19	11.22	12.47	2.07	9.10	—	7.45	7.18
Sheungshui dep.	7.41	—	10.23	11.27	12.50	2.11	9.13	—	7.50	7.22
Sham Chun arr.	7.46	8.40	10.28	11.32	12.55	2.16	9.20	5.05	7.55	7.27
„ dep.	—	8.55	10.50	—	—	—	—	5.25	—	—
SHEKLUNG „ arr.	—	10.35	1.52	—	—	—	—	6.30	—	—
„ dep.	—	10.40	2.15	—	—	—	—	6.40	—	—
CANTON (Tai Sha Tau) arr.	—	11.50	3.10	—	—	—	—		—	—

[Wednesdays and Saturdays only, until Sept. 15th.

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling dep.	8.50	12.00	2.20	6.00	Shataukok dep.	7.05	10.20	1.05	5.00
Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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Max. Breadth of Ship taken	56 „	68 „	66 „
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Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 0 „

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having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st Aug., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
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FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

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having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st July, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamers must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
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FROM JAPAN.

CONSIGNEES of Cargo are hereby inform that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before July 28th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 4th, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before Aug. 14th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on Aug. 4th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, July 28th, 1920. [1269

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Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

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No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Aug. 4th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Aug. 18th, or they will not be recognised.

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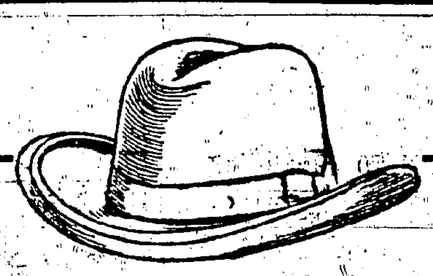

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THE SILVER MARKET.

AMERICA'S SALES TO THE ORIENT.

The following article is taken from the *Annalist* (New York) of June 14th:—

The story of last week's severe break in the price of silver to a level 4c below the supposed "dollar minimum" is a story of many conflicting influences which go far back into the financial history of the war, but mostly it is the story of a "peg" which didn't peg and of restrictions which did not restrict.

The silver market reached its top in January and February of this year when the New York price was quoted at $1.37 and the London figure was 89d., both per fine ounce. As usually happens with markets, very few realised that the market was at the top at that time. A few did appreciate that it was getting "toppy," as the operators say, and these few, whether the few of the few who went ahead and capitalized their appreciation by playing the market for a fall, have profited handsomely. But, it may be remarked in passing, that of those who took the short side three or four months ago, some, mostly among those ultra-clever speculators in China, have since lost a good part, if not all, of their profits by switching their market position too soon. And the reason they have lost out recently is because they believed in the peg and the restrictions which "didn't peg and didn't restrict."

These two factors mentioned are more or less technical. Nevertheless, they have had a most positive influence in recent weeks and, at least for the time being, they have been more important than the great basic influences which, in the final analysis dictate the major swings of the market. A technical influence is a temporary one, and in the long run it will make little difference but while it is functioning it may result in big profits for those who recognize it and for big losses for those who ignore it.

THE PRICE PEGGED.

Silver, it will be recalled, started its great rise in July, 1918, when the Pittman Act came along and made it possible for the United States Treasury to divert the silver dollars and silver bullion it held in its vaults into commercial channels. In August of that year control of the world's silver market was taken over by the British and American Governments. The price was "pegged" at 49½d. in London and at $1.01½ in New York. The silver which was released by the Treasury was used, in considerable part, for export to the Orient to liquidate allied indebtedness occasioned by the abnormal trade developments due to the war. This control came to an end in May, 1919, when the artificial restraints were removed and a free market re-established. During the period of control, while official prices were kept stationary, there were reports constantly coming up which indicated that beneath the surface prices were really rising. After control was removed the price shot up.

In November of last year silver sold in New York at $1.27½ an ounce and in London at 78½d. Then, while price in London continued to advance, the New York price hesitated, thanks to the fall in sterling exchange and the fact that the New York official price is based on the London quotation. In January of this year silver here sold at $1.37 on a bulge in London which did not come to an end until February 7th when the London figure was 89d., the highest price of which there is any record.

Then the decline started. The Orient, chiefly China, had been the big buyer. During the first two or three years of the war China had been pretty nearly denuded of silver by allied purchase, mainly for the purpose of keeping British exchange with India stable and at the same time protecting British gold stocks. When the embargo on the white metal was lifted, in May, 1919, China began to buy heavily and it was this buying demand from the Far East which did most in putting prices up to their record quotation.

But this spring the trade pendulum started to swing against the Orient. The export business of Japan and China, which had expanded to huge and unprecedented proportions during the war, began to contract and the demand for silver for China and India started to abate. There were two factors at work here; one the lessened export trade of eastern countries, which cut down their credit balances, and the other the fact that they were beginning to be "fed up" on silver. The demand for the metal showed signs of satiation and the market price did the logical thing by declining.

At this stage the "peg" and the "restrictions" became factors. During the war the Pittman Act had made available American Treasury silver. Under the terms of that legislation, however, the silver disposed of had to be replaced. The act says that when the Secretary of the Treasury sells an ounce of silver he shall "direct" the Director of the Mint to repurchase it at "not more than $1 a fine ounce." Notice that it says "direct," but does not specify when the direction shall be carried into execution. That is important. The failure to note this phrase as carefully as might have been resulted in the belief that the "direct" portion of the act constituted a "peg" at $1 an ounce.

As for "restrictions" they were imposed by most of the Continental European countries to protect their small silver coins. The high prices reached by silver and the low prices put on Continental exchanges by the war resulted in the establishment of a great premium on these small silver coins and brought about a movement whereby everybody who could take the coins and melted them down for their silver bullion value, sold the bullion in the "high exchange" countries America and England, and took an additional profit in exchange. To protect the coins the restrictions were put into force, first to prevent melting down coins and then, in a number of instances, embargoing export of silver.

NO FLAW APPARENT.

If both the peg and the restrictions had worked, there would have been good profits in short sales of silver futures on the decline from the high levels and then probably equally good profits on the long side on the recovery which seemed assured. As the thing turned out, the profits on the short sales materialized but there was not the recovery which the speculators had figured on.

In the Spring situation was approximately this: The Chinese silver market was satiated, trade was moving against the Orient and a break was inevitable. Silver, in the neighbourhood of $1.35 an ounce, seemed destined to break an even dollar, or possibly a cent or two under. But, reasoned the Eastern speculators, the prices could not go under the dollar level, or at least could not stay under because of the Pittman Act, which "directed" the Director of the Mint to replace the $260,000,000 of silver released a year or so ago. It was all worked out very nicely. When silver got to a dollar the Director of the Mint would start buying and would continue buying until either one of two things happened; the price got well above a dollar, or $260,000,000 available silver was removed from the market. If the price reacted upward there would be a profit for those who bought at a dollar, and if it kept down long enough to allow the Mint to cover, the mere fact of the removal of this considerable amount from the market would cause a shortage and the price would go up anyway. And available stocks of silver would not be coming out of Continental Europe to add to the floating supply because of the restrictions.

It was a premise seemingly without a flaw.

The far-sighted speculators sold at $1.35 and continued selling all the way down to about $1.05. That was three weeks ago. Then the quotation fell to a dollar and they stood around figuratively speaking, and awaited for the Mint to begin its purchasing. But the Mint did nothing of the sort. And for good reason.

IMPORTANT CLAUSE OVERLOOKED.

In the Pittman Act there is a little clause which apparently has been overlooked. It provides that while the Director of the Mint shall buy to replace the silver sold to the Orient, the silver thus bought shall be only the "product of mines situated in the United States and of reduction works so located." The regulations for making this section effective are left to the discretion of the Director of the Mint, who is empowered to draw up his own terms and conditions. And these regulations, as at present existing, make it almost impossible for anybody to sell silver to the Mint for the time being, or at least that is what bullion dealers who have tried to take advantage of the replacing clause of the Pittman Act say.

Silver mined outside the United States, in Mexico for example, is not eligible. Nor is silver mined in the United States and converted into commercial bars eligible if the reduction work has been done outside of this country. Obviously, it is somewhat difficult to identify a bar of silver. There are a good many big reduction plants in this country, and there are some large mines but the trouble is that the reduction plants have been in the habit of accepting foreign ores, mostly Mexican, and passing them through without putting positive identification marks on each bar.

The tender of silver bars to the Mint must make affidavit that the metal is the product of American mines and American reduction plants. Then he must obtain the affidavits of the miner who mined the silver and of the smelter and reduction people through whose hands it passed in process of getting to the market. If he can comply with all these conditions and the silver is of proper quality and fineness the Mint will pay him the dollar an ounce rate.

THE PEG THAT DIDN'T PEG.

There is the alternative that the Director of the Mint may modify his regulations. Many in the trade believe he will do this, out of necessity, and if he does, then the Mint's buying may become an actual peg to the market, although even then the efficacy of the peg may be open to question, for there is a lot of silver produced in other parts of the world which cannot be made eligible under the law. Also, there is the matter of the question of policy. Do the United States Treasury and the United States Mint desire to hold the bag while other nations pour their silver into it? It is one thing to protect American silver mining interests by paying them a dollar an ounce, but it is quite another to peg the world's silver market.

Thus, the peg hasn't pegged.

Now about those restrictions. They exist all right, and reports from abroad say that great efforts are being made to enforce them. In some Continental countries banks are relieved from the necessity of paying out more than a fraction of demand obligations in coin. But the fact remains that a great amount of silver bullion has been pouring out of Continental countries into London, as witness the London market reports of imports. In the last three months something close to £1,000,000 worth of silver, which means close to 4,000,000 ounces, has reached London from France alone.

Last week, when the first of the diurnal breaks occurred in London and was reflected here, the word was reached from abroad that Chinese interests and the Indian bazaars were "selling for forward delivery"; in other words, were selling their future contracts. These future contracts, it was supposed, were the ones these Eastern speculators had purchased in anticipation of the rebound from the dollar level which failed to appear according to schedule. What the volume of future contracts held by these speculators amounts to nobody knows, but they must be considerable, for the Easterners are always big operators, and just now are well supplied with funds with which to gamble. And in this uncertainty lies the uncertainty of the silver market.

REVUE CONCERT.

D. F. AMELIAS CO.
Presenting for the first time in Hongkong at the
THEATRE ROYAL.
For the benefit of
MLLE. ROSA FILOCAMO
TO-NIGHT
SATURDAY, July 31st, at 9.15 p.m.
Programme including Songs in Costume. Band Selections by the WILTSHIRE REGIMENT.
BOOKING AT MOUTRIE'S.
PRICES AS USUAL.

[1257

THEATRE ROYAL,
MR. T. DANIEL FRAWLEY
PRESENTS THE
FRAWLEY COMPANY
In Repertoire of the Latest London and New York Successes.

MONDAY, Aug. 2nd:	"FAIR AND WARMER"
TUESDAY, Aug. 3rd:	"SCANDAL"
WEDNESDAY, Aug. 4th:	"THREE WISE FOOLS"
THURSDAY, Aug. 5th:	"LIGHTNIN'"
FRIDAY, Aug. 6th:	"POLLY WITH A PAST"
SATURDAY, Aug. 7th:	"IT PAYS TO ADVERTISE"

PRICES AS USUAL. BOOKING AT MOUTRIE'S.
[1258

SOLE AGENTS
THE FUJI TRADING CO., LTD.,
(Inc. in Japan).
New Patented Invention:
Flexible, Unbreakable and Beautiful
SILK GLASS
Replaces Ordinary Glass in all purposes.
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WILL SPEED UP YOUR OFFICE WORK.
Let us Demonstrate.
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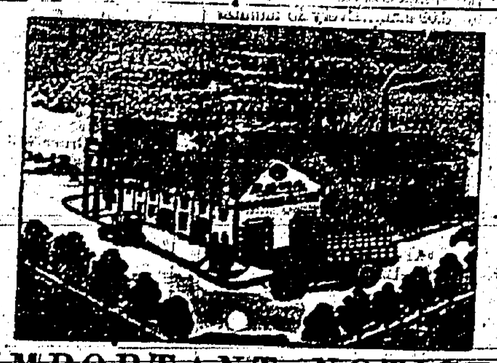

IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness; Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against; Our Method allows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes; there is no residue.

Prices are moderate so as to induce new business.
Analysis is always given before Shipment to Foreign Countries.
Foreign Correspondence wanted. Capacity per day 20 tons.

NAM CHAU OIL FACTORY,
Office:—No. 227, Queen's Road Central, HONGKONG, Tel. 1202
Factory:—No 23, Kwei Lin Street, SAMSHUIPO.
The Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.
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CORRESPONDENCE.

HONGKONG OBSERVATORY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—On the Coast of China there are two Observatories. One in Hongkong and one in Shanghai, at Zikawei. Zikawei is all that an observatory should be. It gives warning by signal to mariners of every disturbance in the China Seas, no matter where situated. Hongkong on the other hand, is distinguished by the paucity of the information it signals to mariners. Apparently Hongkong is not interested in any disturbance unless, so to speak, it is on the doorstep.

I arrived here on the 11th July and looking over the papers of preceding days noticed a report from the observatory dated 8th July with forecast, the usual stereotyped affair, stating: "No returns from Japan (This paragraph has been a permanent feature of the reports for years past): Pressure has increased slightly over North China. The trough of low pressure remains stationary." A similar report was, I presume, issued on the 9th and 10th. In your issue of the 12th appeared a small paragraph stating that there was a typhoon to the East of Luzon. The Observatory apparently did not know anything about this, as no signals were hoisted. Any person not having seen your paper, would remain in ignorance of the existence of the typhoon.

On the 13th July you published the weather report from the Observatory which states: "No returns from Japan. Pressure has decreased slightly over Formosa and Luzon. *A Typhoon is situated about 250 miles to the East of Luzon, its direction of motion is at present unknown.*' No signals were hoisted in Hongkong up to 10 a.m. when I left the port, bound North. Please remember this position as I shall refer to it again.

Now let me trace the passage of this storm as signalled from Zikawei. It was first reported on the 7th of July as a depression in Lat. 16 N., Long. 130 E. and moving very slowly until the 11th when it was signalled as a typhoon east of Luzon going N.W. On the 12th it was signalled as having split into two centres—one passing through the Bashee Channel and going in a westerly direction; the other centre passed up E. of Formosa. This latter centre caused havoc on the coast between Foochow and Wenchow. A tug boat and dredger were totally lost in the neighbourhood of the Taichow Islands. The town of Haimen was partially destroyed and some 700 people drowned as far as is known. Also great delay was caused to shipping on the Coast. On arrival at Woosung on the 17th I found 17 vessels weather bound.

I have mentioned previously that on the morning of 13th July the Hongkong Observatory forecast stated "Typhoon about 250 miles E. of Luzon, its direction of motion is at present unknown." Yet on that same day and time the China Coast Ports—Swatow and Amoy—hoist the signal "Typhoon Lat. 19 N. Long. 122 E. going N.W., severe." These signals have definite information, as to position, and direction; also that it was severe. All the Hongkong Observatory apparently knew was that the typhoon was 250 east of Luzon, when actually it was elsewhere, to wit 19 N., 122 E. and going N.W., severe. Not to the East of Luzon, but N. of it and split into two centres, which latter fact Hongkong Observatory was not aware of apparently on the morning of the 13th when all these interesting phenomena were going on. The Observatory does not even consider it of sufficient importance to even hoist a signal, so that if you do not read the newspaper you know nothing—at this moment when the typhoon is actually 450 miles E.S.E. of the Colony.

Now, with all due humility, I would ask "Of what use to seamen is an Observatory that hoists no signals, when a Typhoon is so near?" Things were different in the days when "Typhoon Annie" was to the fore; we did get a little information in those days. Poor Annie Döberck, I suppose, she is dead and gone now. May her soul rest in peace!

The Hongkong Observatory is and has been for the last few years the laughing stock of the China Coast. Heaven only knows who is to blame. Is it strangled with red tape, or smothered in sealing wax? No port in the Far East is so favourably situated for issuing weather signals. Saigon to the S.W., Haiphong to the W., Manila S.E., Shanghai N.E., and Japan further N. and E. Yet in spite of all these priceless advantages, the Hongkong Observatory is of little value to shipping. Perhaps it could be better utilised as a home for lost or stray dogs.

Hold on, perhaps I am wrong, perchance it is maintained to advise Fanling golfers and motor car joy riders of thunderstorms and showers, etc. In Shanghai if you want any particular information about typhoons you can always get information from Zikawei on the telephone during reasonable hours. Said to say, I cannot find the Hongkong Observatory number in the Telephone Book. Enclosing my card, I am,

INTERESTED MARINER.

THE "STAR" FERRY IN TYPHOON WEATHER.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I have a keen sense of sympathy with the deck-hands of the Kowloon Ferry service in their strenuous existence, consisting as it chiefly does of remaining seated in repose and clearing their throats into the ocean. But in all seriousness might it not be suggested that a standing order should be given that when the Black typhoon signal is hoisted, all awnings should immediately be furled. These awnings carry a heavy wind-pressure, and under typhoon conditions are useless and dangerous, but the present custom of carrying them will probably continue till another disaster is added to the annals of the Colony.—Yours faithfully,

Ex-NAVALIS.

Hongkong, July 30th, 1920.

A RETORT TO A COMPLAINT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—*Apropos* of your correspondent's letter published in yesterday's issue of your paper re the "excruciating torture" suffered by him as the result of the noise made by the Drums of the Wiltshire Regt. when at practice, may I point out to our friend that practice for the Drums is just as essential as eating and sleeping is to him, to keep his liver in order?

Is he aware that the drums of the Guards at Wellington Barracks, London, practice within 100 yards of the King's residence? The King does not complain, so why should such an insignificant subject do so?

The "excruciating torture" suffered by those same lads that play the drums, when they were at "Wipers" and "Plugstreet" and other unhealthy spots in Flanders and France helping to keep back the enemy from disturbing the even tenor of our friend's existence, was far more excruciating to them than their music is to him.

I, of course, do not know who your correspondent is, but judging from the peevish tone of his letter, I imagine him to be one of those young men one sees strutting about this and other civilized colonies of ours, who came out from Home to a job the remuneration of which allows them to buy a decent suit which they never had the pleasure of wearing before, and wear a supercilious air when in the vicinity of the gentlemen who wear khaki. Why cannot these fellows realise that perhaps a large percentage of these men in khaki are better educated and are socially superior to them in their home surroundings, and, moreover, are undoubtedly better men than they ever will be.—Yours truly,

JAMES BRAID.

Kennedy Road, Hongkong,
July 29th, 1920.

[Our correspondent should curb his riotous imagination. The original complaint did not come from such a source as he imagines; it did not relate to drums, but to bugle practice in the vicinity of the Peak Hospital; and, finally, it might be suggested to the writer of the foregoing letter that a little enquiry into the antecedents of the young men whom he sees "strutting about this and other civilised colonies" would probably satisfy him that they have seen as much war service as many of the men who still wear khaki, and would perhaps prevent him in future from sending such rhodomontades to the Press for publication.—ED.]

THE PRESERVATION OF WESTMINSTER ABBEY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—It is, of course, very appropriate that the Church Body of St. John's Cathedral should decide to give next Sunday's collections as contribution to the Westminster Abbey Fund and ask those unable to attend Church to forward contributions to the Hon. Treasurer of the Cathedral. I would, however, suggest that an effort should be made to make the contribution to the fund as representative of Hongkong as possible, by convening a meeting of Churchmen in the Colony and keeping the list of subscriptions open for some time to enable people of limited means—like myself—to give what they can.—Yours, etc.,

CHURCHMAN.

Hongkong, July 30th.

THE "LUEN ON" INSURANCE CASE.

JUDGMENT FOR DEFENDANT.

Judgment was given for the defendant with costs by Mr. Justice Gompertz at the Supreme Court, yesterday, in the action in which Yeung Kong Yun, trading as Wat Tsze, claimed from the Yeung Shing Insurance and Investment Co., Ltd., the sum of $20,000, under a marine policy of insurance for that amount on the *Luen On*, subscribed by the defendants. The *Luen On* was lost in November, 1917, while on a voyage from Hongkong to Manila.

THE MAGISTRACY.

STEALING FROM THE DAIRY FARM.

For stealing a number of bran bags, belonging to the Dairy Farm Co., at Pokfulum, a Chinese was sentenced to a month's hard labour.

OPIUM.

For being in unlawful possession of thirty taels of opium a Chinese was fined $1,500, with the alternative of six months' hard labour. He was a passenger on the *Amakusa Maru* and was on his way to the country. The drug was tied round his waist.

A ROGUE AND A VAGABOND.

When a Chinese was charged with being a rogue and a vagabond and with loitering about a house in Des Vœux Road in the early hours of yesterday morning, he said that he was homeless consequent on a fire destroying his shop and ruining him. He was sentenced to two weeks' hard labour.

INDIAN SERGEANT CHARGED.

ALLEGED ACCEPTING A BRIBE.

An Indian Sergeant, B.394, was charged at the Magistracy, yesterday, with receiving a bribe of $2 from a Chinese.

Mr. Leo Longinotto applied for a remand, which was granted, bail being fixed at $200.

CHINESE LOTTERY HEADQUARTERS RAIDED.

THREE MEN ARRESTED.

The Police raided a house in Sham-sui-po two days ago and seized a quantity of printing machinery, use for the production of Po Piu lottery tickets. Three men, who were on the premises at the time, were arrested. They are alleged to have come down from the country and taken a place for the ostensible purpose of starting a boot factory, but really to print lottery tickets. These men were let out on bail, the first at $500 and the other two at $250 each.

ALLEGED DEMANDING MONEY BY MENACES.

TWO MEN CHARGED.

At the Magistracy, yesterday, two Chinese were charged with demanding $20 from a prostitute at West Point by menaces.

Inspector Willis said that the charge was a serious one. Seven or eight men visited the woman and demanded $20 from her. The woman refused and the men went away. They returned, however, a few hours later and again demanded the money. An alarm was raised and the men escaped. The two defendants were arrested.

Mr. E. Davidson, for the defence, applied for a remand, which was granted, bail being fixed at $200.

THEFT FROM A POLICE SERGEANT.

POLICE "BOY" IN TROUBLE.

The cook-boy, employed on No. 4, Police launch was charged at the Magistracy, yesterday, with stealing $200, belonging to Sergeant Butcher.

Sergeant Moss said that on the evening of the 28th instant whilst Sergeant Butcher was changing his clothes to go ashore he noticed that his cash-box had been tampered with. He examined it and found that the money he had placed there had disappeared. He asked defendant who denied any knowledge of it. Later on information was received that another man had the money and when he was arrested he accused the "boy."

Defendant admitted that he stole $166.

As he had previously borne a good character, he was sentenced to only six weeks' hard labour.

SILVER RING REPRESENTED TO BE GOLD.

ATTEMPT TO HOODWINK A PAWNBROKER.

A Chinese youth was charged at the Magistracy, yesterday, with attempting to pawn a silver ring by fraud, representing the same to be gold, and with giving a wrong name and address.

Defendant said that he did not represent the ring to be gold, silver, brass or copper. He presented it and asked for $6.

Inspector Aris stated that defendant visited the pawnshop and handed the ring to be pledged, stating that it was gold and wanting $6 for it. At first sight the article appeared to be genuine and this was more or less substantiated by the words "pure gold" which were impressed in the inside. A closer examination, however, revealed the fact that the ring was of silver and had been gold-washed. When defendant was taken to the station, he said that the ring had been given him by a friend. The man was found and he admitted giving a ring to defendant, but the one shown him was not the one.

Mr. Smith sentenced defendant to a month's hard labour.

THE ANHUI-CHIHLI CRISIS.

BOGEY OF RESTORATION OF MONARCHY.

The Asiatic News Agency in a Peking despatch of July 17th states:—

With regard to the conflict of the Chihli and the Anhui factions of the Peiyang Military Party, both combatants claim "great victory" in their so-called battles along the Peking-Hankow and Peking-Mukden railways. It is interesting to note that previous to the issuance of his orders calling for a general attack on the Chihli forces, Marshal Tuan Chi-jui assembled all his commanders for a special conference when they were informed that the Chihli Generals were determined to suppress the Anhui party without mercy, because Tsao Kun and Wu Pei-fu had refused to recognize the pacification mandate promulgated by the President, so that unless they and their troops really woke up and sacrificed themselves, they would be destroyed by their enemies. The commanders and troops of the Anhui army were informed that orders had been issued by Tsao Kun and Wu Pei-fu to the officers and men of the Chihli army instructing them to give no quarters to their opponents.

Marshal Tuan after Tsao Kun and Wu Pei-fu had refused to accept the pacification mandate of the President, issued an official proclamation promising big rewards for the heads of these two leaders of the Chihli party, on the ground that they were outlaws. In the proclamation, the Marshal charged Tsao Kun, Wu Pei-fu and Tsao Yin with rebelling against the Republic, because, he said, these Chihli leaders had signed secret agreements with the monarchist leader, ex-General Chang Hsun, for the restoration of the Manchu Emperor to the Chinese throne and that was the reason why Chang Hsun went to Tientsin. It is noteworthy that, in the whole proclamation, the name of Chang Tso-lin was not mentioned, though the supporters and followers of the old Marshal openly stated that Chang was one of the principal movers of the opposition to the Anfu party.

The monarchical scare is the most deadly weapon in the hands of the Anhui leaders against the Chihli leaders, but the Chinese public, even the ignorant Manchus themselves, do not believe seriously that monarchy can be restored in Peking. Hence the monarchy scare is losing its terrors.

Grand Guardian Shih Su of the Manchu Court was specially despatched by the Imperial Concubine Ching (second mother of the defunct Emperor Hsuantung) to see President Hsu and the Cabinet Ministers yesterday morning to state that the Imperial Manchu Family, and all the blood princes, are quite satisfied with their pensions of four million dollars per year and have no ambition for political powers. Shih Su specially requested the President that the name of the Manchu Imperial Family be not associated with the rumoured or proposed monarchical restoration.

STRAITS CURRENCY AND EXCHANGE.

OBSERVATIONS BY THE COLONIAL SECRETARY.

The Administration report of the Hon. Mr. F. Seton-James, C.M.G., as Colonial Secretary, Straits Settlements, for the year 1919 has just been issued. From it we extract the following on the subject of currency:—

In the year under review the question of ensuring an adequate food supply became acute. The shortage of rice has been dealt with elsewhere in this report. Complications were introduced by questions of currency and rates of exchange. The value of money, which is the same thing as the general level of prices regarded inversely, had sunk. The price of bullion had risen. Note issues had enormously increased. A great portion of the world was in a condition hardly distinguishable from anarchy. Faith of all kinds had been shaken and, most of all, faith in promises to pay. Paper money was at a discount, and in many places, where the deliberate Bolshevik policy of ruining Government credit by a reckless inflation of the paper currency had obtained, it had become valueless. Silver and gold and articles convenient for hoarding and barter were in extreme demand. A combination of causes had raised the price of silver bullion to hitherto undreamed of heights. No power and no law can ultimately keep in circulation coinage whose bullion contents are worth more in exchange than the coin itself.

It has been suggested that the Government of the Straits Settlements would be wise to alter the rate of exchange fixed at 2s. 4d. to the dollar, but after consideration of all issues it is the declared policy of Government to adhere to the present fixed rate. The fact that our former favourable exchange position in regard to India and China has now been reversed makes the question of obtaining labour one of great difficulty. The bulk of our labour is non-indigenous and the exchange position in its relation to the diminished power of remittance Home has been acutely felt. The temporary expedient has been tried by employers of labour of granting exchange allowances while the level of wages is adjusting itself to the altered conditions. Despite a great deal of increased commercial prosperity generally, there is no doubt that the small wage-earning classes experienced considerable hardship, although there was probably little actual want of food.

USEFUL LANGUAGE.

Charged with using bad language at Bradford the other day, a sailor—he seemed to have some gleam of Conrad's talent in the judgment of language—retorted: "What is bad language? We won the war on bad language. This is an interesting rival of the politicians' claim to have won the war with their good language. Was there ever a battle won without bad language?" In the Australian Bush it is traditional that bullocks cannot be successfully driven without blasphemous commination. A Bush parson, who was something of a sport, undertook to get a team of bullocks along without swearing. He did, too. In tones of bitterest, most venomous invective he addressed the animals as "You rapturous archangels, you sublimated cherubim, you sanctified seraphim."

ATTRACTIVE LINGERIE

FOR 1920.

ARTISTIC NEW DESIGNS AT SPECIAL PRICES.

All "Elsieco" Underwear is Exquisitely Embroidered by hand on Crepe de Chine, Japanese Silk and Finest Lawn. Any style and shape made to order.

"MADELEINE" CORSETS

The construction of the Madeleine Corset is a masterpiece of skill, giving abdominal support without pressure.

LANE, CRAWFORD & CO.

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DICK'S PATENT PACKING

—(UNIVERSAL SIZE)—

SOLE AGENTS:

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COLUMBIA RECORDS.

COMPLETE OPERA OF "RIGOLETTO"

ON

17 large Double Sided Records.

Nos. C1288 to C1304.

The Anderson Music Co., Ltd.,

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Wm Powell Ltd.

TELEPHONE 346

OUR SUMMER CASH SALE

WILL COMMENCE ON

TUESDAY, AUGUST 3RD.

AND CONTINUE FOR

3 DAYS IN THE

LADIES' DEPARTMENTS ONLY.

[38

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, August 2ND, 1920.

Hongkong, July 28th, 1920. [1265

G. R.

IMPORTS AND EXPORTS OFFICE.

PUBLIC HOLIDAY.

THIS Office will be OPEN for all purposes from 9 A.M. to 12 Noon on MONDAY, August 2ND, 1920.

Licensed Warehouses will be entirely closed on that day.

C. W. BECKWITH,
Superintendent,
Imports and Exports.

Hongkong, July 27th, 1920. [1 66

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1920, has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 25th day of August, 1920, to Shareholders on the Register on TUESDAY, the 10th day of August, 1920, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/8 per Dollar.

By Order of the Board.
R. J. WILTON,
Acting Secretary.

Hongkong, 26th July, 1920. [1252

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, August 10TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, July 17th, 1920. [1217

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned will sell by Public Auction, on SATURDAY, July 31st, 1920, at 2.30 P.M. at his Sales Rooms, Queen's Road Central (Old Post Office Building).

VALUABLE HOUSEHOLD FURNITURE AND EFFECTS.

Comprising:—

Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantles, Silk Tapestry Covered Drawing Room Suite, Sofas, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror Wardrobes, Pictures, Curtains, Bed Sheets, Crockery Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Waggons, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries.

Catalogues will be issued.

TERMS:—Cash on Delivery.

DAIRY FARM NEWS.

New Shipment of

FROZEN SMOKED FISH.

SELECTED FILLETS	60 cents per lb.
FINNAN HADDOCKS	50 " " "
SELECTED KIPPERS	40 " " "
RED HERRINGS	30 " " "

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

[55

INTIMATIONS

NOTICE.

WE have This Day REMOVED our Office to the Top Floor of Nos. 250 252, Des Voeux Road Central (Messrs. Kwong Sang Hong's main premises).

MOW FUNG & CO., LTD.

Hongkong, July 19th, 1920. [1224

NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguilar Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO.

I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLLA,
Milliner and Draper.

Hongkong, July 21st, 1920. 1240

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ASSISTANT (British) wanted for General Office work. State Age, experience and salary required to:—

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[1267

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GLENSHIEL No. 141, The Peak, near Barker Road Tram Station,

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[1139

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.

For particulars apply—
CARVALHO & COMPANY,
Machinery Department.
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HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home

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Letters are lying at this Office for Boxes P., Q., AD., AE., AI.

ENGLISH University Man would take PUPILS for Pronunciation, Elocution and Composition. Terms moderate.—Box AJ, *Daily Press* Office. [43

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S.S. "FAUSANG."

TENDERS are invited for the purchase of the WRECK of the above steamer as she lies on Hainan Head Reef.

GILMAN & CO., LTD.
Agents, The Salvage Association, London.
Hongkong, July 20th, 1920. [1236

PUBLIC AUCTION.

THE Undersigned have received instruction from R. P. THURSFIELD, Esq., to sell by Public Auction,

On TUESDAY,

August 3rd, 1920, at 2.30 P.M., at his residence No. 136, Plantation Road, The Peak,

THE VALUABLE HOUSEHOLD FURNITURE,

&c., &c., &c.

therein contained,

HALL—Blackwood Side Tables, Hallstand-Chairs, Brass Ornaments, &c.

DRAWING ROOM—Upholstered Sofas and Arm-chairs made by Lane, Crawford & Co. (good as new), heavy Pile Carpets & Rugs, Blackwood Cabinets, Desk, Chairs, Stands, &c. Pictures and Engravings, curtains, &c.

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HOT BOM—Cupboards, &c., including Camphorwood Wardrobe and chest-of-drawers, Bath Room, Pantry and Kitchen Utensils.

ALSO

Electric Fans and Radiator, Tennis Netting and Sun Screens, a number of Pots Fine Maiden Hair Fern, Pot Plants & Garden Seats, &c., &c.,

AND

Two "Milners" Combination Fire Resisting Safes.

(Full Particulars from Catalogue).

On view from Monday, August 2nd.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
[1238

PUBLIC AUCTION
S.S. "WING HANG"

NOTICE IS HEREBY GIVEN that the Steamship "WING HANG" as she lies near Shamsuipo in the Harbour of Hongkong.

Will be sold by
ORDER OF THE MORTGAGEE
by
PUBLIC AUCTION
on
TUESDAY,
the 10th day of August, 1920,
at 12 o'clock Noon,
by
MESSRS. LAMMERT BROS.,
Auctioneers
at their Auction Rooms in Duddell Street.

The ship is a Chinese ship registered Canton.

Her dimensions and tonnage are approximately as follows:

LENGTH:—140ft. 1inch REGISTERED TONNAGE:—
BREADTH:—25ft. 3inches Gross—142
DEPTH:— 9 ft. 6inches Net—264
and her speed is about 10 Knots.

For further particulars and conditions of sale apply to—

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Hongkong, July 27th, 1920. [1254

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Private Cabins and beds in Dormitories Motor Launch "Dayspring."

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The Daily Press.

HONGKONG, JULY 31ST, 1920.

OUR HARBOUR.

A VERY general sense of satisfaction has been created in the Colony by the recent announcement that arrangements have been made with Sir MAURICE FITZMAURICE, a member of the well-known firm of consulting engineers for harbours to the Crown Agents for the Colonies, to visit Hongkong at the end of the year for the purpose of advising with regard to the steps necessary for the improvement and development of the harbour. It is a trite saying but an indisputable one that shipping is the life blood of this Colony. Our harbour is consequently our greatest asset, and it should therefore be the first duty of the Government to see that nothing that may be necessary to improve accommodation for shipping is neglected. For many years past it has been obvious that the average tonnage of ocean-going vessels visiting the port has been increasing, and on many occasions during the past ten years we have commented on the increasing evidence of the need for practical steps to be taken without undue delay to adapt the harbour to the changing circumstances. Early in February this year, the Hon. Mr. JOHN JOHNSTONE, as Chairman of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in an address to shareholders uttered a warning on the subject in these terms: "If Hongkong is to retain her pride of place as one of the greater shipping ports of the world, it is most necessary that steps should be taken forthwith to so improve our harbour—the only really valuable asset possessed by the Colony—as to enable the largest of merchant and passenger vessels to navigate with safety therein." We commended this passage at the time to the special attention of the Committee which had been formed to study and report on the Economic Resources of the Colony, since Shipping and Shipbuilding interests were prominently represented on the Committee. We have an impression that when the Committee was started on its work the publication of interim reports was foreshadowed, but six months have passed and the general public has learnt nothing whatever regarding the outcome of the Committee's deliberations. Indeed, few men in the Colony could say definitely whether the Committee is still in existence. We assume that interim reports have been made to H.E. THE GOVERNOR and we would fain believe that the arrangement made for an eminent engineer to come out to Hongkong to advise the Government in regard to harbour improvements was prompted by one of these interim reports. At all events, we cannot suppose that a Committee could consider the subject without making a suggestion so obviously wise and necessary. We do not know how much is intended to be covered by the term "the improvement and development of the harbour." A comment in *Eastern Engineering* which refers to many developments being foreshadowed in the Far East in regard to port administration excites a little curiosity to learn whether the instructions to Sir MAURICE FITZMAURICE embrace such problems. An "Institute of Transport" has been established in Great Britain as a means of enabling various interests to take counsel together on transport matters which concern the better serving of the nation at large. Its considerations and conclusions are stated to be of interest and value to other nations, and not least, to the Far East. "This is particularly the case as regards problems of port administration." The Institute urges co-operation amongst port authorities, especially in "utilising more fully the talent and experience of managers upon the commercial side. In the provision of new accommodation and facilities, the main problem, we are told, is how to anticipate future demands. Great Britain, says our technical contemporary, has probably done more than enough for posterity, whilst insufficient has been accomplished in the Far East. Port development should be largely governed by two factors of very great importance—the ultimate destination and the place of origin of goods handled. Successful port development must largely be governed by direction and trend of trade. Great Britain, and indeed, most countries, can furnish instances of failures attending developments which have ignored these factors. All this seems like stating the obvious, and in a Colony like Hongkong the Chamber of Commerce would be fully competent to guide the Government upon such questions. But we may make this further quotation from the report under notice: "Another problem of to-day in the ports is that of labour-saving appliances. When normal conditions of trade are resumed, the effect of the increase in the cost of labour on international trade and the necessity for greater despatch in handling can only be successfully neutralised by a greater employment of labour-saving appliances. Yet the advances in invention of late years have not done much beyond improving the power and efficiency of cranes and conveyors." It would be pertinent to inquire whether the facilities for the rapid handling of cargo are what they should be in a port of the importance of Hongkong, and doubtless when the time comes for a Report on the improvement and development of the harbour this question will be included in the survey of the Colony's needs.

The closing rate of the dollar yesterday was 4s. 0¼d. on demand.

One case (one death) of enteric fever was reported in the Colony on Thursday.

Mrs. A. R. Lowe returned to the Colony to-day, being accompanied by Miss Lowe, sister of the Hon. Mr. A. R. Lowe.

It has been officially announced that the Emperor of Japan is ill. His Majesty is suffering from diabetes with complications.

Mr. W. L. Pattenden has joined St. John's Cathedral Church Body in place of Mr. Dowbiggin, who has gone on leave.

The body of the steward of the *Liang Chow*, who jumped overboard and was drowned after shooting another servant, was found floating near the Star Ferry wharf yesterday.

The new wire rope for the Peak Tramway has at length arrived, and presumably the usual service of trams will be restored within a day or two. There has been a curtailed service since June 25th.

It is an old saying that we must go abroad to learn the news of home. We read in a Canton paper that H.E. the Governor of Hongkong has gone on a long tour of the Federated Malay States. The Governor of the Straits Settlements might have done so, but Sir Reginald Stubbs is still in Hongkong.

By a printer's error it was made to appear in a paragraph we published yesterday that the trench mortars presented to the Police were presented by the German Government. It should have been by the Imperial (British) Government.

According to letters received from England the new Bishop of Victoria, Hongkong, was to be consecrated on June 24th at St. Paul's Cathedral. On the afternoon of that day he was going to hold a meeting at the Church Missionary Society's House to form a Victoria, Hongkong, Diocesan Association.

Mr. W. Everett has been appointed Verger at St. John's Cathedral in place of Mr. Vanstone resigned. The Church Body decided to mark their appreciation of the way in which Mr. Vanstone had discharged his duties during the seventeen years he has held the office by voting to him a sum of $500, as a parting gift.

The *Shanghai Gazette* of the 24th inst. says:—Enquiry at the British and American Post Offices this morning elicited the fact that there is still no definite news as to the date of arrival of the large European and American mail that was reported to have been taken off the *Empress of Asia* just before she sailed from Vancouver. The American Postmaster informs us that he has received intimation that more than 1,000 bags of American mail matter were despatched from San Francisco on the *Kashima Maru* on July 7th and it is quite probable that among these may be the bags said to have been taken from the *Empress*." [The *Kashima Maru* sails from Seattle, not San Francisco.—ED. *H.D.P.*]

FAR EASTERN CABLE NEWS.

[BY COURTESY OF "THE CHINA MAIL."]

PLAGUE RATS IN SINGAPORE.

SINGAPORE, July 30th.

Rats infected with plague germs were found in several godowns at Tanjong Priok, Java. All possible measures have been taken.

THE TYPHOON.

Yesterday morning the red signal, indicating that a gale may be expected, was hoisted at the Observatory and other usual points in the harbour. At 12.30 the black drum was hoisted in its place, denoting that a gale may be expected from the East. The wind freshened considerably during the afternoon and all small craft sought refuge in the shelters.

The Royal Observatory advised that the typhoon was situate about 260 miles south of the Colony, in Lat. 18 and Long. 114. Its direction of motion at the time was unknown.

CONSTUTIONAL REFORM IN HONGKONG.

"NOTHING NEW TO REPORT."

In view of the unexpected news received from London yesterday, detailing the changes in the Constitution of the Legislative Council of Ceylon by which there will be a handsome unofficial majority, a reporter of the *Daily Press* saw the Hon. Mr. P. Hobson Holyoak yesterday afternoon, with a view to finding out whether any similar concessions had been made to Hongkong.

Mr. Holyoak said that there was "nothing new to report." Referring to the matter recently in the course of conversation with H.E. the Governor, he had been told that no reply had been received to the letter which His Excellency had forwarded to the Secretary of State, making certain recommendations.

The Constitutional Reform Association of Ceylon, run by a rich and enterprising group of Sinhalese and Tamils, has been exceedingly busy during the last year. Nearly a dozen deputations have gone to England and the Secretary of State has not been allowed to forget the matter.

HYSTERICAL KOREA.

Lieut. General Sojiro Kojima, who formerly commanded the military police in Korea, has left Tokyo for Nikolaievsk to take command of the Japanese garrison there.

Interviewed at Moji before leaving General Kojima said that Korea was like a hysterical woman, emboldened by gentleness but driven mad by severity. "The only possible means of pacifying Korea," he declared, "is for a sufficient number of Japanese to migrate to produce a natural assimilation of the two peoples. There are only 355,000 Japanese in Korea, too few to undertake assimilation. Undoubtedly unrest does prevail in Korea, but this is a general post-war tendency the world over. It would be the height of folly to attempt suppression by force, as if the aspirations of Koreans were peculiar to them alone."

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

CONSTITUTIONAL REFORM IN CEYLON.

AN UNOFFICIAL MAJORITY RECOMMENDED.

LONDON, July 28th.

In the House of Commons, replying to Col. Wedgwood, Lieut.-Col. Amery outlined the changes in the Constitution of Ceylon, giving a large measure of popular control over the Administration, which Lord Milner has decided to recommend to the King.

He said it was proposed to alter the Constitution of the Legislative Council by considerably extending the principle of popular election of members, and giving unofficial members a substantial majority over the official vote.

Excluding the Governor, who would preside, the reformed Council would consist of 37 members, comprising 14 officials and 23 unofficials. First sixteen, and, subsequently, 19 unofficials would be elected, of which two would represent the Europeans and one the Burghers.

In order to prevent deadlocks in essential matters, the Governor would be empowered to declare the passing of any measure paramountly important, whereupon the measure may be carried by the votes of the official members. The Governor would also be empowered to prevent the proceedings of the Council in regard to any measure affecting the safety and tranquillity of Ceylon. Three unofficial members would be appointed to the Executive Council.

THE SPA AGREEMENT.

APPROVED BY THE REICHSTAG.

BERLIN, July 28th.

The Reichstag has approved the Spa Agreement by an overwhelming majority.

GERMANY'S COAL OBLIGATIONS.

PARIS, July 28th.

The Boulogne Conference has decided that the Reparations Commission be instructed to ensure the execution of the Spa Agreement relative to coal, Germany handing over on September 1st, to the Commission Treasury Bonds of the value of sixty million marks (gold), falling due on May 1st, 1921, with interest at six per cent.

French circles are most satisfied with the results of the Conference, which are considered to correspond with French wishes."

LEAGUE OF NATIONS.

AGENDA FOR THE SAN SEBASTIAN MEETING.

LONDON, July 28th.

The Secretariat of the League of Nations announces that the subjects to be discussed at the meeting of the Council at San Sebastian on July 30th will include co-ordinate measures for applying the blockade as a weapon of the League; the creation of an international permanent health organisation; the best methods of applying the dispositions of the Covenant in connection with the administration of the ex-German overseas possessions by mandatory Powers; relations between the Council and the Assembly of the League; and a claim from the Government of India for membership of the Executive Committee of the International Labour Office.

SOVIET TRADE DELEGATION.

MORE MEMBERS EXPECTED IN LONDON.

LONDON, July 28th.

The Soviet Trade Mission including M. Kamenetz and M. Miliutin left Moscow on July 26th, and will join M. Krassin at Stockholm. They are expected in London next week.

AMERICAN COAL.

EXPORT STOPPED TEMPORARILY.

WASHINGTON, July 28th.

The Inter-State Commerce Commission has temporarily discontinued the export of coal.

ARCHBISHOP MANNIX.

DEBARRED FROM LANDING IN IRELAND.

LONDON, July 28th.

It is officially announced that Archbishop Mannix will not be allowed to land in Ireland.

POLAND'S TROUBLES.

ALLEGED BREACH OF ARMISTICE AGREEMENT.

WARSAW, July 28th.

A *communique* states that despite the acceptance of the Polish Armistice proposal, the Bolsheviks have resumed violent attacks on the whole front, capturing various points eastward of the Galician frontier and advancing twenty kilometres south of Grodno.

RUSSIAN COMMANDERS IGNORE ORDERS.

WARSAW, July 28th.

A wireless message says that the Bolshevists have captured Pinsk, crossing the line defined by the Spa Conferences and in the Armstice proposal.

A Berlin message says the Russian Commanders are disinclined to cease hostilities in accordance with the Soviet's orders, owing to the prevalence of Tsarist officers.

Leading Russian Nationalists, failing to win Allied help, have established an organisation in Berlin endeavouring to secure the co-operation of German reactionaries, who would welcome an alliance, hoping thereby to regain power and acquire political and economic predominance in Russia.

AGREEMENT BETWEEN SOVIET AND GERMAN INDEPENDENTS.

COPENHAGEN, July 28th.

A Magdeburg paper asserts that an agreement has been signed between the Soviet and the German Independent Socialists and Spartacists providing for the proclamation of a Bolshevik Republic at Koenigsberg, Danzig, Breslau and other towns immediately the Soviet's troops have crossed the frontier; also the formation of a Red German Army under the Russian General Tontscheff, the establishment of Revolutionary Tribunals and Communist Municipal Commissions, and the nationalisation of industry, the Russian Army maintaining order and protecting the proletariat.

GERMAN CURIOSITY.

BERLIN, July 28th.

Herr von Simons, in a speech in the Reichstag, emphasised Germany's responsibility in participating in the support of Poland.

He added that it would be curious to see whether the *Entente* would repeat the Versailles mistake of endeavouring to solve the Eastern Europe question without Germany. If so, he believed Eastern peace would be more unstable than the Versailles peace could ever become.

WITHDRAWAL OF ANGLO-ITALIAN TROOPS.

BOULOGNE, July 28th.

The Conference confirmed the decision of the Paris Conference of Ambassadors to defer the withdrawal of Anglo-Italian troops from the plebiscite districts in Eastern Prussia, and also instructed Sir Reginald Tower, the Allied High Commissioner in Danzig, to prevent Allied help to Poland being jeopardized by political acts like a dockers' strike.

THE LONDON CONFERENCE.

LONDON, July 20th.

Britain sent a preliminary inquiry to Moscow yesterday on the subject of the ambiguities in M. Tchitcherin's Note regarding which Powers will be represented at the Russo-Polish Conference.

WILL AMERICA JOIN THE ALLIES?

PARIS, July 28th.

A Havas message says:—

At Boulogne yesterday, M. Millerand proposed the Polish condition as a *sine qua non* of France's participation in any Peace Conference. He also intimated that it was not the only condition.

It is understood in official circles that it is possible America will unite with Britain and France in their attitude toward the Soviet. Mr. Lloyd George agreed to the condition with regard to Poland.

The Conference ended with the assurance being given that the two Governments were in complete accord.

CRISIS IN PERSIA.

ANGLO-PERSIAN AGREEMENT SHELVED?

LONDON, July 28th.

A message from Teheran says that Americans have offered the Persian Government a large loan. The British Financial Adviser has been requested to absent himself.

It is believed that the Anglo-Persian Agreement has been temporarily shelved.

FIGHTING IN SYRIA.

FRENCH TAKE DAMASCUS AND MAKE DEMANDS.

PARIS, July 23rd.

It is learned from Beirut that the French occupied Aleppo and entered Damascus on July 25th.

A new Sherifian Government has been formed and has accepted General Gournaud's conditions including the immediate disarmament and the deposition of Emir Faisul who has been asked to leave the country.

Gournaud's conditions also include the payment of ten million francs as reparation for damage during the guerilla warfare; the Syrian army to be reduced and transformed into a police force; war material to be handed over to the French; and the principal guilty persons to be tried by military tribunals.

KING OF THE HEDJAZ PROTESTS.

LONDON, July 25th.

The King of the Hedjaz has recalled his representative at the Peace Conference in Paris owing to French action in Syria, against which the King has protested to the League of Nations.

TURKEY.

NATIONALIST COMMANDER CAPTURED.

LONDON, July 28th.

From Athens it is reported that Jafar Tayar, the Turkish Nationalist Commander in Thrace, has been captured.

TURKISH GARRISON INTERNED IN BULGARIA.

LONDON, July 28th.

Reuter learns that a large proportion of the Turkish garrison at Adrianople has entered Bulgaria, where it has been disarmed and interned.

THE FINANCE BILL.

MR. ASQUITH'S CHARGE OF EXTRAVAGANCE.

LONDON, July 28th.

In the House of Commons, on the third reading of the Finance Bill, Mr. Asquith contended that wasteful and extravagant expenditure was more attributable to Government policy than to administration. He took as an example Mesopotamia, where the Estimates were recently largely reduced but the forces were now being increased.

Mr. Chamberlain agreed that Britain had about reached the limit of its taxable capacity. He pointed out that the expenditure in 1918-19 was £3,446,000,000, but was reduced to £2,106,000,000 last year, and to £1,282,000,000 this year. He believed it would be an ignoble and foolish policy to give up all care for Mesopotamia and Palestine and abandon our responsibilities elsewhere. We should purchase neither security nor economy thereby. The Government had gone as near to rationing the Army, the Navy and the Air Force as was possible in a world where we were not masters of events.

The Bill passed its third reading.

RAILWAYS AT HOME.

GOVERNMENT APPROVES INCREASE IN FARES.

LONDON, July 28th.

In the House of Commons, Mr. Bonar Law announced that the Government had accepted all the recommendations of the Railway Rates Committee, cabled on July 26th, except in regard to workmen's fares, the increase of which would be further considered. The increased fares would operate on August 6th, except in the case of workmen's fares which would operate on September 1st.

GENERAL DYER'S CASE.

PUBLIC SUBSCRIPTION BEING RAISED.

LONDON, July 28th.

In the House of Commons, replying to Major Mackenzie Wood, with regard to the public subscription being raised on behalf of General Dyer, Mr. Churchill said the King's Regulations forbade the acceptance of such a present, but as General Dyer had now applied to retire, he did not propose to take any action.

INTER-IMPERIAL TRADE.

SUGGESTIONS WILL BE WELCOME.

LONDON, July 28th.

The Board of Trade announces that the Imperial Shipping Committee is prepared to receive before January 1st suggestions from any persons or bodies in the Empire regarding ocean freights and facilities and conditions in inter-Imperial trade.

The *Mainichi* says that the Nippon Yusen Kaisha has decided to dismiss 2,000 employees at the head and branch offices throughout the country. The figures represent about 20 per cent. of the total number of the company's employees.

RECLOTHING THE ARMY.

MR. CHURCHILL'S ANSWER TO EIGHTEEN QUESTIONS.

In the House of Commons, on June 8th, Mr. C. Palmer (The Wrekin, Ind.) asked the Secretary of State for War whether, before committing the country to an initial expenditure of £3,000,000 in reclothing the Army in pre-war uniforms, he would give orders for pattern uniforms of khaki to be made with regimental colour and cuff facings and collar badges of one line regiment, one rifle and one cavalry regiment, and cause these to be displayed in the tea-room, together with the comparative cost of uniforms so adorned and made at the Pimlico factory compared with the price of pre-war uniforms. Seventeen other members had questions on the paper on the same subject, which were all answered at the same time.

Mr. Churchill, Secretary for War (Dundee, C.L.).—The only expenditure which will fall upon this year's Estimates in regard to full dress for the Army is that in respect of the Foot Guards, which are to be immediately supplied with full dress during the current year. The Household Cavalry have had full dress throughout the war, and it is only a question of maintaining this. The troops, of course, have a free issue. As regards the officers, new entrants will receive a grant of £150 towards the cost of uniform, and those who joined during the war will get £150 less the amount of outfit grant already received, which in most cases is £42 10s. The reissue to the Guards and Household Cavalry troops of full dress stands in a special position on account of the ceremonial duties which these troops discharge in the capital of the Empire. The extension of full dress to the other branches and units of the Service, which my military advisers also consider desirable, will be spread over the next four or five years, unless it should be decided when the Estimates are reviewed next year that this programme should be abandoned. Ample notice will be given to all units, and no existing stock, either of khaki or khaki uniforms, will be wasted. Khaki with the cap or steel helmet will remain permanently the working service dress of the whole Army. There is not, nor ever has been, any question of its abolition. The only question which is now before us is the issue of full dress uniform, to the Guards, and the retention of full dress uniform by the Household Cavalry. This involves an expenditure not of three millions, as one would suppose by reading a certain class of public criticism, but of £140,000 for other ranks, and £20,000 for officers. This expenditure has been included in the Estimates of the present year. If we had decided against reclothing the Guards in full dress and maintaining the full dress of the Household Cavalry, we should have to supply them with another complete new outfit of khaki at a cost of £30,000.

The total avoidable expense is therefore not £160,000 but £130,000, and £130,000 and not three millions is the figure to which the Government is at present committed. The abolition of full dress for the Household Cavalry and the Guards would mean that the Household Cavalry uniforms and the uniforms of the Household Cavalry and Guards' bands and approximately 7,000 bearskins now in stock would become useless and this would involve a waste of fully £80,000. The total net expense involved in reclothing the Guards and retaining the Household Cavalry in scarlet is thus £130,000, while the total waste involved in discarding the existing stocks of full dress would be approximately £80,000. The transaction would therefore, appear to be not unjustified, even from a purely financial standpoint.

Mr. C. Palmer.—May I ask the right hon. gentleman whether he regards the total avoidable expense of £130,000 as a matter of no consideration at a time of this kind, and does he share the view that it is necessary to buy *esprit de corps* at the expense of the British taxpayer? (Cheers.)

Mr. Churchill.—I need not say that I shall be very ready to debate this matter in the House if there is a general desire and an occasion presents itself. I certainly do not take the view that it is necessary to buy recruits with uniforms—(cheers)—but I consider the historic uniforms of the British Army carry with them a sense of continuity and regimental tradition which is valuable not only for recruiting but for the discipline, conduct, and high reputation of the British units; and if this can be done thriftily and frugally over a long period of years, using up every scrap of existing material, I believe it is well worth while. (Cheers.)

Sir D. Maclean (Peebles and Southern, L.).—May I ask the Secretary of State what he means by speaking of the expenditure on the uniforms of the Guards to which the War Office and this House are committed? Have we no control over that expenditure or has it passed outside the cognizance of this House?

Mr. Churchill.—This sum was included in the Estimates. I am proceeding on the ordinary course of the year in accordance with those Estimates, and I have given the orders for the looms to be set in motion and for these uniforms to be made. Sir D. Maclean.—As the right hon. gentleman knows, these Estimates have not yet been discussed by this House in Committee, and am I to understand that when these Estimates came before us in Committee this expenditure will adready have been incurred, and we shall be in that particularly foolish position of attempting a reduction of expenditure which has already been incurred? (Cheers.) Mr. Churchill.—No, sir. Considering that the financial year begins on April 1st, and the discussion on the Estimates, block by block, proceeds at varying intervals throughout the year, it is certainly nothing new that the right hon. gentleman has discovered that a large portion of the expenditure has necessarily been incurred before the Estimates are available for discussion in the House. As a matter of fact, the Army Estimates have been debated repeatedly during the course of the present year, and I referred specifically to this subject when they were last debated.

Sir D. Maclean gave notice that he would raise the matter on the Army Estimates.

Mr. E. Wood (Ripon, C.U.) asked whether the preponderating opinion of officers was not in favour of the return to pre-war uniform, and whether the right hon. gentleman would be prepared to consider some extension of the grant in the case of the poorer officers. Lieutenant-Colonel Sir J. Norton-Griffiths (Wandsworth, Central, U.).—Are not the rank and file also in favour of the change? Mr. Palmer.—Is it part of the policy of stimulating *esprit de corps* to merge the Welsh and the Irish Guards in other regiments? Mr. Churchill.—That is quite irrelevant and quite untrue. Sir T. C. Warner (Lichfield, C.L.).—Is there any modification of the uniform to make it less expensive? Mr. Churchill.—There are certain modifications in the Guards' uniform, and other modifications are being considered, and will be devised before the necessity to extend it to the rest of the Army arises. But it is not only in the character of the uniform that modifications are to be made; it is in the occasions on which the uniform is worn. These have been greatly reduced so as to make khaki the customary working and service dress and to keep the ceremonial dresses for the occasions for which they are required. Brigadier-General Sir O. Thomas (Anglesey, Lab.) asked whether the Welsh and Irish Guards were included on the Estimates which were submitted to the House. Mr. Churchill.—They certainly are included. There never has been any intention of abolishing the Irish Guards. With regard to the Welsh Guards, the condition of recruiting for that regiment has raised the question of its continuance as a regiment, but I have never expressed any opinion on the subject. I have allowed the discussion to proceed with the various authorities concerned, and the Army Council and the Secretary of State have reserved their judgment.

(*Continued at foot of next column.*)

IMPERIAL SHIPPING SERVICES.

The *Times* recently forecasted that the chairman of the Imperial Shipping Committee, was to be Sir H. J. Mackinder, M.P., Reader in Geography in the University of London.

Sir George Perley, the High Commissioner, was to represent Canada, and Mr. H. J. Larkin, manager of the Commonwealth Government Line of Steamers, to represent Australia. Among others mentioned as probable members of the Committee were:—

Sir Kenneth Anderson, a manager of the Orient Steam Navigation Company, and a member of the Shipping Control Committee during the war.

Sir Alfred Booth, chairman of the Cunard Steamship Company.

Mr. W. L. Hichens, chairman of Cammell, Laird, and Co., Limited.

Mr. Kenneth Lee, a director of the Tootal Broadhurst Lee Company, cotton spinners and manufacturers; and

Mr. James W. Murray, President of the Glasgow Chamber of Commerce.

The intention is that the Imperial Shipping Committee shall prepare the way for the further consideration of the subject of Empire communications at the next Imperial Conference, which is to be held in 1921. The whole question of Empire steamship communications is to be surveyed with a view to ensuring that communications between the various British nations are conducted with the highest degree of efficiency.

MURDERED ARRESTED.

AFTER 10-YEAR SEARCH.

The murderer of Otsuya has been arrested after a search for him of ten years. This case was known as the "Otsuyagoroshi," or the murder of a woman named Otsuya, and was the talk of Tokyo for a number of years. The murder was committed in what was then a lonely open space, known as Mitsubishi-ga-Hara, now occupied by the big Mitsubishi buildings and the Tokyo Station.

The murderer is Otomatsu Watanabe, an old actor, who has a police record of five burglaries to his name. He was recently arrested after he had entered a geisha house with the intention of robbing. This time he was identified by a finger print as the perpetrator of the crime of ten years ago. When accused of this crime, he made a full confession.

THE "UGANDA MARTYRS."

On June 6th at St. Peter's, Rome, took place the beatification of the 22 "Uganda martyrs" who were put to death by King Mwanga 34 years ago. Mwanga was at first favourable to Christianity, which made considerable strides in the first two years of his reign, but he changed his views in regard to the new religion and instituted a fierce persecution. In all some 130 Christian converts were put to death in various ways.

Of the 22 who were beatified nine were killed in various ways at various places, and 13 who belonged to the Corps of King's Pages were burned alive. At the ceremony were present two Uganda Christians who had been imprisoned at the same time as the others, but were pardoned.

CHINESE LANGUAGE IN THE STRAITS SETTLEMENTS.

The *Straits Times* of the 21st inst. in a leading article says:—

We regret to observe that there is a great deal of very mischievous agitation in the Straits Settlements just now over an Education Bill which is before the Legislative Council. Very briefly indeed the objects of that bill are to prevent parents wasting their money on schools which do not provide a proper education for their children. As the law stands, any one can open a school and charge fees, and make any sort of pretence at giving education and there is no kind of control either to guarantee that the teacher is competent for his work or that what he teaches is wholesome or useful to the pupils. In all the civilised countries of the world the necessity has been recognised of protecting the public against schools which are unfit to perform their work, and the Government of Malaya has been too careless of its duty in this respect. The Education or Registration of Teachers' Bill is designed, therefore, to see that the teachers in schools are proper persons for their work and that they teach what it is good for the children to learn. There seems, however, to be some sinister influence at work, and the Chinese are being told that the object of the Government is to stamp out the teaching of Chinese language. One document we have seen asserts that the object is to close the Chinese schools and that when one nation wants to exterminate the nationality of another it begins by extinguishing the language. All that is mischievous nonsense. There has never been the slightest wish on the part of our Government to hinder Chinese immigration. We can do with more Chinese than come here, and at a time when labour is scarce it would be mere folly to do anything calculated in the least degree to check the inflow. As to the Chinese language, it has been a regret frequently expressed by Englishmen, that the Chinese are negligent in regard to it and are inclined to let it die out, substituting bastard Malay, which can never take the same place as an educational medium. We can assure Chinese of every class, Straits born and China born, that there is perfect willingness to recognise their schools, to encourage them in all sound teaching of Chinese or other subjects, and to raise them to a higher status than they have hitherto occupied. Dr. Lim Boon Keng put the case for these schools before the Legislative Council at its last meeting with great force and lucidity, and we have reason to believe that he has had the whole of the Education Bill translated and has taken the utmost pains to explain it to all who are interested in Chinese education. Any steps necessary to safeguard all properly conducted schools have had most careful consideration by the leaders of the Chinese community, and these are the men whose opinion is of value.

Since, however, mistrust and misapprehension have been aroused, it is most desirable that all the objections should be carefully formulated, and if this is done we are sure that they will receive the fullest and most sympathetic consideration. We do not know how far the impression is ill or well founded, but certainly there have been grave reasons for supposing that a certain number of Chinese vernacular schools, conducted by wholly irresponsible and incompetent persons, have been mere nurseries of heretical and most mischievous political teaching. The Chinese are as sane a body of people as are to be found anywhere in the world and we are absolutely sure that Chinese parents do not wish this kind of thing to go on unchecked. Reverence for ancestors and for the great teachers of the past is deep rooted in the Chinese character. It may be described, in fact, as the cornerstone of the national morality. Apart from this, no Government in the world, worthy the name of Government could allow schools to be hotbeds of seditious and demoralising instruction. The adult may read what he pleases and form what views may seem good to him, and as long as he respects the right of his neighbours to do the same no one will question him in the least. But the education of children concerns the state just as much as it concerns the parent, and it is the duty of the state to see that what is taught is consistent with what the minds of children are capable of comprehending, and assimilating wholesomely. Respect for their elders, facts useful to them in the business of life, history that may help to guide their minds to a proper comprehension of what one human being owes to another—these are the fundamentals of a sound education whether it be given in Chinese, Malay, English, French or any other language. The matter is not one for ignorant mobs to decide. It must be dealt with by educated and intelligent men. One point seems to require emphasising. There seems to be an impression that the representative of the Chinese on the Legislative Council should have called together mass meetings in order to report upon the Education Bill. He would have been departing very widely from recognised practice if he had done so, for he is the Governor's nominee and in no sense a mere delegate of any section or class. The fact that he called the teachers of all the higher grade Chinese schools together and that he put every fact fully before them, and that he presented the Penang petition, and stated, in his speech in Council, all the objections that have been made seems to us to demonstrate conclusively that he has been anxious and most sincere in his desire to protect all legitimate Chinese interests, while at the same time endeavouring to make Government realise the importance of elevating the standard of the Chinese vernacular schools. And we believe that his efforts have been successful, and that it is mere want of knowledge where it is not studied malice that is producing any trouble. Let our Chinese friends approach Government through recognised channels, and they will get full consideration. Above all let them dismiss from their minds the merely childish belief that any suppression of their language is contemplated. We want to see it taught more widely and more thoroughly.

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CONDITIONS IN RUSSIA.

MR. BEN TURNER'S VIEWS.

Mr. Ben Turner, Chairman of the British Labour delegation, in an interview with the *Times'* correspondent at Batley on his return from Russia. With regard to the scope of the investigation, said that no limitations whatever were put on the movements of the deputation or the inquiries they made. "I do not mean," he said, "that they thrust documents at us, but we were allowed to see everything we asked for. They were brutally frank about their shortage of necessaries and their hardships, and their intention to win through, even though that means the employment of considerable force. They hid nothing from us, even though it told against them. The physical and material condition of the country is so bad that they did not attempt to hide it. There is great lack of food and clothing, of raw materials, and of transport. They have had a tremendously fierce battle with disease. They have had a million cases of typhus, and scores of thousands of cases of malaria and small pox, and have no medicines. Neither have they fats or oils."

Mr. Turner spoke of the acute hunger apparent in Moscow and Petrograd, arising partly, at any rate, from defects of transport. "I should say," he went on, "that there are 50 per cent. hungry, although every one gets a minimum allowance of food. There were scenes of desolation in Petrograd. As to the state of the countryside, we had only limited opportunities of judging as we travelled from one place to another."

ABOLITION OF STRIKES.

Asked his general conclusion, Mr. Turner said:—"If Russia has peace, and the blockade is completely raised and trade relations with the rest of the world resumed, I think Russia will be a very rich country in a few years time. The men at the head of affairs have real business capacity for increasing production. The gospel of all of them is more production; their leaflets and speeches all say the same thing. They are giving an inducement of extra food, and so on, to sections of the workpeople to increase their output, and they are limiting the Government ration to those who do not give their best production considering their physical condition and general efficiency. There are no strikes, because the Government won't have them. There is not the freedom on the industrial side that we have in this country. Indeed, some of their proposals regarding production and the abolition of the strike would gladden the heart of some employers of labour here, but they do not suit me or some of my colleagues."

Mr. Turner contradicted the report that he and Mr. Tom Shaw had been held up at the Russian frontier by the Bolshevists. He said the Esthonian authorities were responsible for the delay, which arose through the non-arrival of their permit. The British Mission at Reval finally put matters right.

CIVILIZATION A DISEASE.

In his caustic way, Dr. Inge pointed out in his Romanes lecture that "civilization is a disease which is almost invariably fatal unless it is checked in time." The Hindus and Chinese advanced to a certain point and then stopped. They survive, but where are the Greeks and Romans?

"Aristocracies everywhere die out. Do we not see to-day the complex organization of the ecclesiastic and college don succumbing before the simple squeezing and sucking organs of the profiteer and trade unionist? If so-called civilized nations show any protracted vitality, it is because they are only civilized at the top. Ancient civilizations were destroyed by imported barbarians; we breed our own.

Has man, the Dean inquired, improved the world by dominating it? "If it is progress to turn the fields and woods of Essex into East and West Ham, we may be thankful that progress is a transient and sporadic phenomenon in history." He recalled Huxley's disavowal of progress from the scientific side and quoted Mr. Bertrand Russell's assertion that, in the struggle with the cosmic progress foreshadowed by Huxley, man must go under. Dr. Inge dismissed that "natural snob," the historian, with contempt. The politician had been corrupted by the superstition: "On the theory of progress, whatever is coming must be right."

"The votaries of progress mistake the flowing tide for the river of eternity, and when the tide turns they are likely to be left stranded like the corks and scraps of seaweed which mark the high water line. This has already happened, though few realize it. The praises of Liberty are mainly left to Conservatives, who couple it with Property as something to be defended, and to conscientious objectors, who dissociate it from their country, which is not to be defended. Democracy—the magic ballot-box—has few worshippers any longer except in America, where men will still shout for about two hours—and indeed much longer—that she is "great."

With a passing dig at the "populnrized Hegelianism" and its theory of "a self-improving universe," Dr. Inge went on to maintain that "the belief in a law of progress has prejudicially affected the religious beliefs of our time. "Only one great Church, old in worldly wisdom, knows that human nature does not change and acts accordingly"—in the Papal Syllabus of 1864 condemning Progress and Liberalism. After all, what is progress? The species, Dr. Inge thinks, shows no physical progress. "He would be a bold man who should claim that we are intellectually equal to the Athenians or superior to the Romans." As for moral improvement, the recent war has shown in the German atrocities in Belgium, the Turkish massacres in Armenia and the Bolshevik horrors that man can be as ferocious and brutal as ever. Ought we to expect anything else when civilization is the negation of eugenics? "The new practice of subsidizing the unsuccessful by taxes extorted from the industrious is cacogenics erected into a principle."

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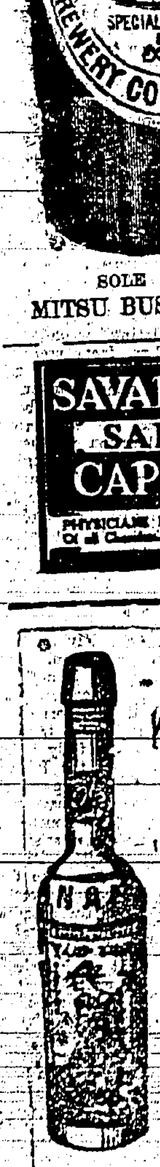

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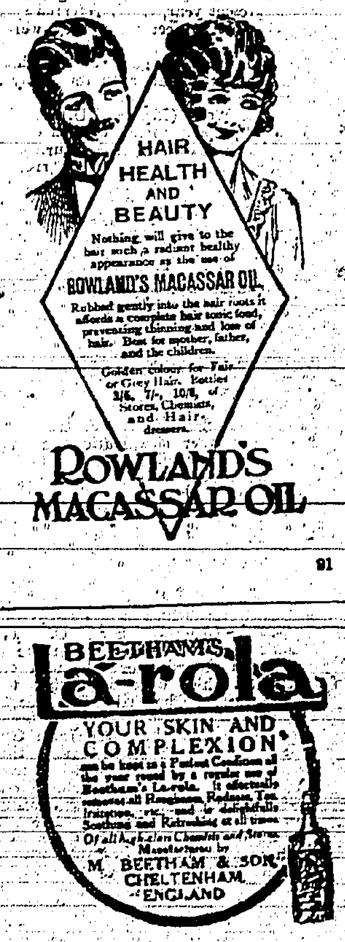

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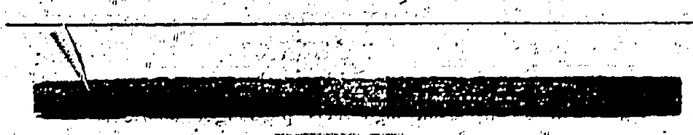

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BEATEN BY INCREASED COSTS.

THE CRISIS AT THE LONDON HOSPITAL.

It has come as a shock to many people to learn that disaster overhangs the London Hospital. "We are beaten," Lord Knutsford writes, "beaten by the increased cost of everything—salaries, wages, food, drugs, and all that is necessary to run a great hospital."

Unless greatly helped, the hospital cannot continue to pay its bills or expenses The sum of £100,000 has already been borrowed, and by the end of the year even if the receipts keep up, there will be a deficit of £110,000.

The crisis is entirely due, Mr. E. W. Morris, the house governor, explained to a representative of the *Observer*, to the increased cost of living. Before the war rise in expenditure was slow and perfectly legitimate. Fifty years ago the cost per bed was £67 a year. It had risen by 1913 to £148.

"The reason for this increase from £67 to £148," Mr. Morris said, "was due to nothing but the complexity of diagnosis. Fifty years ago all that a hospital had to give for treatment was shelter, warmth, and rest. The whole of the scientific apparatus consisted of little more than a stethoscope. The surgeon or physician, when he walked into the ward, had everything for the patient in his own head.

"To-day that is all changed. We now regard the patient's bed as the battle area, on which a dozen different laboratories and scientific departments are focussed. We are making as a result a better fight against disease, as is proved by the fact that the number of patients passing through each bed is twice as many.

"Fifty years ago the average time a bed was occupied by a single patient was, 35 days. That meant, roughly, ten patients a year for each bed. The number has increased now to more than twenty, for what has been done by the advance of science has enabled the breadwinner to leave the hospital in 17 days instead of 35."

With the legitimate increase in the cost per bed before the war the hospital was able to keep pace. But since 1913 the cost has jumped from £148 per bed to £248, and that is why all hospitals are crippled at this moment.

In the following table a comparison is made between some of "The London's" bills in 1913 and 1919:—

	1913. £	1919. £
Meat	4,600	10,900
Milk	4,800	16,200
Eggs	1,900	4,300
Fish and poultry	2,400	4,500
Butter and bacon	2,900	6,300
Coal	5,700	11,300
Hardware and Crockery	800	2,200
Drugs and chemicals	3,900	8,100
Surgical instruments	2,600	4,000
Salaries and wages	42,800	68,700

The total expenditure of the voluntary hospitals throughout Great Britain is less than £8,000,000 a year. "If the Government would pay a third of this sum—£2,000,000 a year," Mr. Morris said—"we could all go on; our troubles would be over."

THE FUTURE OF GAS.

At the annual general meeting of the Institution of Gas Engineers, Sir Dugald Clerk, the President, spoke in confident terms of the future of the gas industry. He insisted, however, that one condition of its proper development is that it should be hampered as little as possible by legal interference, and at the same time deplored the mistaken tendency on the part of some legislators to depreciate the relative value of gas as compared with electricity. Though their respective capacities for the production of light and power are in all probability very much on a par, gas is, of the two, by far the more efficient as a generator of heat. To secure the expansion of which the industry is capable it must, he said, be supplied at the lowest possible price consistent with financial stability, in order to compete with the necessarily cheaper heat-unit in the form of coal. In 1917, of twenty million tons of coal carbonized in this country, slightly more than half went to the production and distribution of coal gas, while the rest remained available in the shape of coke and semi-liquid tar and oil. If gas could have been generated from the whole coal at a sufficiently high thermal efficiency, without the production of coke, sixteen of the twenty million tons would have been available for distribution. That would mean that the same amount of coal now carbonized would produce a supply of gas of more than three times the potential heat, light, and power requirements of the country. Sir Dugald Clerk apparently believes that there is a distinct possibility that this process may some day be practically realized, and on general lines he recommends the formation of a research committee for the study of all kind of gas appliances and the encouragement of invention and discovery in connection with the industry. The importance of the economic production of heat and power and light is so great that there are strong grounds for hoping that his scheme will be carried into effect. A cheap and abundant supply of gas is one of the essentials of the satisfactory solution of the housing problem. In this country we are not so favourably situated as certain districts in Canada, where the volume of natural gas is so rich that it costs less to leave the street lamps burning all day than to pay men to extinguish and re-light them. It is some consolation to learn that so competent an authority as Sir Dugald Clerk considers that there is still much progress to be made in the scientific production of the manufactured article, and that he is urging the gas engineers to keep that end in view.—*Times*.

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If by the expenditure of a little time—just about two minutes daily—it is possible to acquire real hair health and beauty, surely it is folly to refuse or even to hesitate a single moment in taking the first step to secure it.

"I have been struggling with my hair all this time, and it seems to get more dull and lifeless every day."

"I had the same difficulty as you, but after a short course of "Harlene Hair-Drill" you see the result—bright, fresh and lustrous, and, moreover, easy to dress."

FREE TO YOU

It is wonderful what only two minutes a day practice of "Harlene Hair-Drill" will achieve in the cultivation and preservation of a glorious head of hair. Try it free for one week. Accept one of the 1,000,000 Free 4-in-1 Gift Outfits. (See Coupon Below.)

So many women are now engaged in valuable but hair-injurious work—there are over 1,000,000 national workers alone—that the proprietors of Edwards' "Harlene-for-the-Hair" have decided to make yet another great 1,000,000 Gift distribution of "Harlene" Outfits.

This is really a Four-in-One Gift, for it includes—

1.—A bottle of "Harlene," the true liquid food and natural tonic for the hair.

2.—A packet of the marvellous hair and scalp cleansing "Cremex" Shampoo Powder, which prepares the head for "Hair-Drill."

3.—A bottle of "Uzon" Brilliantine, which gives a final touch of beauty to the hair, and is especially beneficial to those whose scalp is inclined to be "dry."

4.—A copy of the new edition of the secret "Hair-Drill" Manual of Instruction.

"HARLENE HAIR-DRILL" MAKES YOU LOOK YEARS YOUNGER.

The value of this great gift has been amply testified to by those most famous for their hair beauty. Beautiful actresses and the Queens of the Cinema world all gladly endorse the fact that the "Harlene Hair-Drill" way is the safest, surest way to hair health, abundance and beauty.

Why not try this great yet simple scientific "Harlene" hair-growing experiment at once? Write for the Free Outfit to-day. Simply fill in the Coupon below and enclose 6 annas in stamps to cover postage.

Further supplies of "Harlene" and Cremex Shampoo Powders can be obtained as required from all Bazaars and Drug Stores throughout India.

Any or all of the preparations will be sent on receipt of 6 annas extra for postage direct from Edwards' Harlene, Limited, 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C.1, England. Carriage extra on foreign orders. Cheques and P.O.'s should be crossed.

POST THIS FREE GIFT FORM

To EDWARDS' HARLENE, Ltd., 20, 22, 24 & 26, Lamb's Conduit Street, London, W.C.1. England.

Dear Sirs,—Please send me, your Cosp "Harlene" Four-fold Hair growing Outfit as described above. I enclose 6 annas in stamps for postage in any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above.

Hongkong Daily Press. 48

MARTIN'S APIOL & STEEL PILLS

MARTIN'S APIOL & STEEL PILLS

84

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE

VETARZO BLOOD BUILDER. BRAIN AND NERVE FOOD.

Trial Bottle either Remedy 5s. (postage 6d.) from Vetarzo Remedies Co., Gerrard Cst., W.1., London, Eng.

MILD & CERTAIN REPUTATION.

DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS

Invaluable for disorders of these important organs. Proved Failure in the Back. Of CHEMISTS EVERYWHERE. Sole Proprietors of the CLERC MED. CO. Hayes Stock Rd., W.1., LONDON, ENGLAND.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI via SWATOW	"TUNGSHING"	Sun.,	1st Aug., D'light.
TIENTSIN via SWATOW WEIHAIWEI & C'FOO	"CHIPSHING"	Sun.,	1st Aug., D'light.
HAIPHONG via HOIHOW	"LOKSANG"	Sun.,	1st Aug., 8 a.m.
SHANGHAI	"KWONGSANG"	Thu.,	5th Aug., D'light.
MANILA	"LOONGSANG"	Fri.,	6th Aug., 3 p.m.
SANDAKAN	"HINSANG"	Sat.,	7th Aug., Noon.
STRAITS & CALCUTTA	"LAISANG"	Tues.,	10th Aug., 3 p.m.
STRAITS & JAVA	"CHUNSANG"	Tues.,	17th Aug., 3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta. Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawao and Lahad Datu

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "LAISANG"

will be despatched on or about **Aug., 10th, at 3 p.m.** for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transhipment at Singapore) to RANGOON, PORT SWETTENHAM MADRAS and DUTCH EAST INDIES.

JAVA SERVICE

The s.s. "CHUNSANG" will be despatched on or about **August 10th, 1920, at 3 p.m.** for SINGAPORE, PENANG, BATAVIA, SAMARANG and SOURABAYA.

Cargo accepted for RANGOON, PORT SWETTENHAM, MADRAS and CALCUTTA (via Singapore) at current rates of freight.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENSANDA"	3rd Aug.
"GLENARIFFE"	12th Aug.
"GLENAVY"	20th Aug.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENGYLE"	2nd Aug	GENOA, LONDON & ANTWERP.
M/V. "GLENTARA"	about 12th Aug.	GENOA, LONDON & ANTWERP.
M/V. "GLENAMOY"	„ 22nd Aug	LONDON & ROTTERDAM
S/S. "GLENSANDA"	6th Sept.	LONDON & ANTWERP.
M/V. "GLENARIFFE"	Middle of September	GENOA, LONDON & ANTWERP.
"CARNARVONSHIRE"	End of Sept.	GENOA & LONDON.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

AGENTS: { The Glen Line, Ltd: The Royal Mail Steam Packet Co Owners of "Shire" Line:

Tel. No. 215, sub. ex 22.

Cable Address Kawakisen, Kobe. Bentley's, A.B.C. 5th Ed. and Scott's Codes.

Telephone: Sanno-only 3344, 3343

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-Presidents: Mr. K. MATSUMARA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, BUND, KOBE.

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SHIPPING NEWS

ARRIVALS.

July 30th.

Chenglee, Chinese str., 800 tons, Capt. Azuma, for Chefoo, with a general cargo.—Yue Tai-Hong.

Chesang, British str., 1,354 tons, Capt. Parslow, from Canton, with a general cargo.—B. & S.

Chung Hing, Chinese str., 249 tons, Capt. Nicolai, from Swatow, with a general cargo.—Cheong Fat.

Haitan, British str., 1,183 tons, Capt. Robinson, from Haihow, with a general cargo.—China-Siam S.N. Co.

Kaga Maru, Japanese str., 3,597 tons, Capt. Nojiri, from London, with a general cargo.—N.Y.K.

Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kwai, from Tourane, with a general cargo.—Wai Hing.

Lok Sang, British str., 979 tons, Capt. Mattock, from Swatow, with a general cargo.—J. M. & Co.

Sui Fung, British str., 1,394 tons, Capt. Gibbs, from Shanghai, with a general cargo.—B. & S.

Sunlak, Portuguese str., 1,145 tons, Capt. Carneiro, from Saigon, with a cargo of rice.—Chinese.

Yunnan, British str., 1,206 tons, Capt. Turnbull, from Haiphong, with a general cargo.—B. & S.

CLEARANCES.

July 30th.

Chung Hing, for Haiphong.
Kaga Maru, for Yokohama.
Haipheng, for Haiphong.
Kansu, for Cebu.
Anshing, for Hongay.
Lake Gittano, for Calcutta.
Methven, for Singapore.
Poet Langhind, for Singapore.
Riojun Maru, for Batavia.
Ruparu, for Batavia.
Shun Cheong, for Kwong Chow Wan.
Sui Firk, for Shanmi.
Sui Fung, for Canton.
Yuen Sang, for Manila.
Yunnan, for Shanghai.

SHIPPING MOVEMENTS.

The s.s. *Brandenburg* (Blue Funnel line) is due here on August 1st.

The N.Y.K. s.s. *Kashima Maru* (American line) left Kobe for this port *via* Nagasaki and Shanghai on July 29th, and is expected here on August 6th.

The s.s. *Prometheus* (Blue Funnel line) left Singapore on July 29th for Hongkong, and is due here on August 3rd.

The R.M.S. *Montcalm* reached Yokohama on July 28th, left the next day, and is due in Hongkong on August 4th.

VESSELS EXPECTED.

Bombay Maru (Bombay line), due from Bombay August 9th.
Calcutta Maru (Hamburg line), due August 11th.
Dakar Maru (Hamburg line), due Sept. 5th.
Dunera, due July 31st, at about 5 p.m.
Mentor, from Liverpool, due August 22nd.
Montcalm, from Vancouver, due August 5th.
Nagato Maru, from Liverpool, due August 9th.
Swazi, from Hamburg and Rotterdam, due August 10th.
Taian Maru (Bombay line), due August 13th.
Tenyo Maru, due August 3rd.
Tokohashi Maru (American line), due August 6th.
Yokohama Maru (European line), due August 12th.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONGKONG. 1st August, 1920. 9th Sunday after Trinity. Holy Communion (7.30 a.m.). Children's Service (10 a.m.). Matins (11 a.m.). Responses, Ferial, Venite, Macfarren (31st Venite); Psalms, 47 (Davy), 48 (Pymar); Te Deum, Lawes, Cooke, Hopkins; Jubilate, Macfarren (5th evening); Anthem, "Praise His Awful Name," Spohr; Hymn, 242. N.B.—Psalm 47, verses 1, 2, 5, 6, 8 in unison; 48, verses 1, 2, 6, 9, 13 in unison; Hymn 242, verses 1, 6 in unison. Holy Communion (12 noon) and Evensong (6 p.m.). Responses, Ferial; Psalms, 45 (Turle), 46 (Turner); Magnificat, Barnby (5th morning); Nunc Dimittis, Felton; Hymns, 176, 22, 277. N.B.—Psalm 45, verses 1, 4, 7, 11, 14, 18 in unison; Psalm 46, verses 1, 7, 11 in unison; Hymn 176, verses 1, 3, 5 in unison; Hymn 22, verses 1, 4 in unison; Hymn 277, verses 1, 4 in unison. [1246

UNION CHURCH (Kennedy Road)
Sunday, August 1st.

Services Conducted by the Rev. G. J. Williams.

11 a.m., Order of Service.—Hymn, 122; Prayer and Lord's Prayer; Metrical Psalm 119 (Tune 63); Lesson St. Matthew 11; Hymn 138, Prayer; Notices and Offertory; Hymn 222.

Sermons.—The Calamity of Weariness and how to escape it

("Neurasthenia, or nerve fatigue, is the most significant disease of our day."—Dr. J. A. Hadfield. The Sermon's Aim is to show how to combat this mental disorder.)

Hymn 158. Benediction.

6 p.m. Order of Service.—Hymn 5 (Tune 82); Prayer and Lord's Prayer; Hymn 273 (Tune 363) Lesson, St. Matthew 14; Hymn 248 (Tune 41); Prayer; Notices and Offertory; Hymn 255 (Tune 520).

Sermon. Can we Love our Neighbour as Ourselves?

Is it reasonable to expect that we should do so? The Sermon's Aim is to show both how the task may be achieved, and what is likely to happen if society does not adopt the Golden Rule.

Hymn 243 (Tune 171). Benediction [1247

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND 3s
Dr. LAROCHE & Co. Maysfield Rd., W. 12 London
THE TRADE MARKED WORD 'THERAPION' IN GOVT. STAMP AFFIXED TO GENUINE PACKETS

WEATHER REPORT.

July 30th, at 10.20.—Warning to Hongkong, Phulien, and Coast Ports:—A Typhoon in Lat. 18 deg. N. Long. 114 deg. E., direction unknown.

July 30th, at 11.20.—Local signal No. 1 hoisted.

July 30th at 12.05.—No returns from Japanese stations.

Pressure has increased slightly over the Philippines, and at Vladivostock; it has decreased slightly to moderately elsewhere. A typhoon has developed at about 200 miles to the south of Hongkong; its direction of motion is unkown.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1st, 64.17 inches against an average of 51.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	E. and N.E. winds, strong; cloudy, squally, rain.
Formosa Channel	None.
South coast of China between Hongkong and Lamocks	The same as No. 1.
Southcoast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

JULY 30TH A.M.

Station.	Hour	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	8 a.	29.75	72	—	E	2	o
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kageshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	29.67	70	—	N	1	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.67	79	100	SE	1	b
Gutzlaff	"	29.65	77	100	S	1	b
Sharp Peak	7 a.	29.69	80	87	—	0	o
Amoy	6 a.	29.66	82	92	—	0	o
Swatow	"	29.71	80	91	ENE	1	b
Taihoku	"	29.55	77	91	—	0	o
Taichu	"	29.56	79	—	—	0	o
Tainan	"	29.55	79	—	WSW	2	b
Koshun	"	29.54	75	—	—	0	b
Pescadores	"	29.54	79	—	—	0	o
Canton	"	29.60	78	91	N	1	c
Hongkong	"	29.57	81	76	E	3	op
Gap Rock	"	29.58	—	—	ENE	5	opq
Macao	"	29.56	81	84	NNE	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.62	79	98	NNW	2	b
Tourane	"	29.65	79	—	NW	2	o
Cape S. James	"	29.78	73	—	WSW	2	r
Aparri	6 a.	—	—	—	—	—	—
Dagupan	"	—	—	—	—	—	—
Manila	"	29.72	84	97	—	1	o
Legaspi	"	29.73	79	92	SW	0	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.76	77	89	SW	2	o
Surigao	"	—	—	—	—	—	—
Guam	4 20	29	78	—	W	1	r
Labuan	6 a.	29.75	78	91	NE	4	b

T. E. JEFFRIES, *Director.*

1. BAROMETER, reduced to 32 degrees, Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, t tenths and hundreds.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 30th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.65	29.57	29.54
Temperature	87	81	85
Humidity	67	76	69
Wind Direction	East	East	East
" Force	4	5	6
Weather	c	op	oq
Rain	—	—	0.03

Highest open-air Temperature on 29th ...87
Lowest open-air Temperature on 30th ...81

HONGKONG TIDE TABLE.

From July 31st to Aug. 6th, 1920.

Days of Week & Days of Month.	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
	h. m.	ft. in.	h. m.	ft. in.
Satur. 31	m 9 0	7 2	m 2 49	3 0
	10 50 a	4 5	4 15 a	0 8
Sun. 1	m 9 35	7 2	m 3 28	2 9
	11 20 a	4 6	4 46 a	0 9
Mon. 2	m 10 12	7 2	m 4 4	2 8
	11 30 a	4 8	5 15 a	1 1
Tues. 3	m 10 51	6 8	m 4 39	2 7
	11 56 a	5 0	5 51 a	1 4
Wed. 4	m 11 33	6 4	m 5 18	2 7
			6 24 a	1 9
Thur. 5	m 0 29	5 2	m 6 9	2 8
	0 24 a	5 8	6 58 a	2 3
Fri. 6	m 1 10	5 4	m 7 17	2 9
	1 26 a	5 2	7 33 a	2 7

C P O S
SAILINGS
HONGKONG to VANCOUVER
via Shanghai, Nagasaki (*Moji) Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
* MONTEAGLE	Aug. 12	Sept. 5
EMPRESS OF RUSSIA	Aug. 26	Sept. 13
EMPRESS OF JAPAN	Sept. 14	Oct. 5
EMPRESS OF ASIA ...	Sept. 21	Oct. 11
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
* MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA ...	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of their Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to,
HONGKONG OFFICE.
Telephone 752. Cable address: CACANPAC.
CANADIAN PACIFIC OCEAN SERVICES.

DODWELL & COMPANY, LD.
STEAMSHIP SERVICES.
Regular Sailings to
NEW YORK
via Panama Canal.
S.S. "LOWTHER CASTLE" ... on or about 31st July.
S.S. "EGREMONT CASTLE" ... on or about 12th Sept.

LLOYD TRIESTINO
For SHANGHAI & JAPAN.
S.S. "INNSBRUCK" ... on or about 31st July.
S.S. "HUNGARIA" ... on or about 31st August.
for BRINDISI, VENICE & TRIESTE.
Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.
via SINGAPORE, PENANG & COLOMBO
S.S. "PILSNA" ... on or about 9th August.
S.S. "INNSBRUCK" ... on or about 6th September.
S.S. "HUNGARIA" ... on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S.S. CO.)
Regular Services between
JAPAN, HONGKONG & JAVA.
For JAPAN
S.S. "BORNEO MARU" ... sailing on or about 2nd Aug.
For JAVA.

OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIUN KAISHA)
Steamship Service Trans-Pacific.
Also to Australia, Europe, etc.
NATAL LINE OF STEAMERS.
TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.
in conjunction with the
INDO CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.
connecting with
S.S. "UMONA" sailing from CALCUTTA ... on or about 30th August.
For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD.,
Agents
110

NEW YORK DIRECT.
Joint Service of the
"BLUE FUNNEL" LINE
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
Sailings from Hongkong.
* "CITY OF ORAN" ... ... via Suez ... ... 31st July.
* "BIRMINGHAM CITY" ... ... via Suez ... ... 27th Aug.
"NINGCHOW" ... via Suez ... ... 6th Sept.
* "CITY OF DUNKIRK" ... ... via Suez ... ... 20th Sept.
* calls also at Boston
Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.
For freight and particulars apply to—
BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.
114.

FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.
For NEW YORK
"CELTIC PRINCE" ... *via* SUEZ CANAL ... ... Early October.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
For freight and further particulars, apply to—
SHEWAN TOMES & CO.,
Agents.
1111

N. Y. K.
NIPPON YUSEN KAISHA
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
TOYOHASHI MARU (calling Manila) ... ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (calling Manila) ... ... Monday, 16th Aug., at 11 a.m.
FUSHIMA MARU ... ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU (calling Manila) ... ... Thursday, 30th Sept., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
ATSUTA MARU ... ... Tuesday, 10th Aug., at Noon.
SHIDZUOKA MARU ... ... Friday, 20th Aug., at Noon.
HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
KANAGAWA MARU ... ... Friday, 20th August.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU ... ... Wednesday, 18th Aug., at 11 a.m.
TANGO MARU ... ... Wednesday, 22nd Sept., at 11 a.m.
NEW YORK via Suez Canal.
AKITA MARU ... ... Thursday, 26th August.
SOUTH AMERICAN PORTS via Singapore, Rangoon Calcutta, Durban & Cape Town.
PENANG MARU ... ... Monday 9th August.
BOMBAY & COLOMBO via Singapore.
TENSHIN MARU ... ... Friday, 20th August.
CALCUTTA & RANGOON via Singapore & Penang.
PENANG MARU ... ... Monday, 9th Aug.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... ... Saturday, 21st Aug., at 11 a.m.
NIKKO MARU ... ... Saturday, 18th Sept., at 11 a.m.
HANGHAI, KOBE & YOKOHAMA.
KAGA MARU ... ... Saturday, 31st July, at 11 a.m.
SHINGO MARU ... ... Saturday, 31st July.
NAGATO MARU ... ... Monday, 9th August.
For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

PACIFIC MAIL S.S. CO.
U.S. MAIL LINE
Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.
S.S. "VENEZUELA" ... ... Aug. 11th.
ALSO
HONGKONG—CALCUTTA SERVICE.
"WEST NIGER" ... ... August 7th.
Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.
For further information apply to—
PACIFIC MAIL S.S. CO.
Hotel Mansions
Telephone 141. Cable Address "SOLANO"

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS
"NANKING" 15,000 tons "CHINA" 10,200 tons "NILE" 11,000 tons
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" Aug. 19th. "CHINA" Sept. 24th. "NILE" Aug. 28th.
An unsurpassed high-class passenger service.
O. H. RITTER, Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

FOR MAURITIUS & DELAGOA BAY.
S.S. "LINDSAY MOLLER"
SAILING
ABOUT MIDDLE OF AUGUST.
For PASSAGE & FREIGHT APPLY To—
INNES & MANU,
AGENTS.
1173 15, WINDHAM STREET.

CHINA-AUSTRALIA MAIL S.S. LINE.
FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.
"VICTORIA" Sailing August 6th.
"HWAH PING" September 1st.
For Freight and Passage apply to—
THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
627 112, Connaught Road Central.

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK

via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA KLAGONERAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

14

"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

LONDON	"KANSAS" ...	...	10th Sept.
LONDON	"SWAZI" ...	...	20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co., CANTON.

22

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
PORT COURBET	"ICHANG"	On 31st July, 9 A.M.
HONGAY	"KASHING"	On 31st July, 9 A.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 3'st July, 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 3rd Aug., 9 A.M.
AMOY, SHANGHAI & PUKOW...	"SUIYANG"	On 3rd Aug., 10 A.M.
SWATOW & BANGKOK ...	"LUCHOW"	On 3rd Aug., Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 3rd Aug., 4 P.M.
SHANGHAI	SINKIANG"	On 5th Aug., Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 7th Aug., 4 P.M.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. G. Passmore	TUESDAY,	3rd Aug., at 2 P.M.
"HAICHING"	Capt. A. H. Stewart	FRIDAY,	6th Aug., at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	TUESDAY,	10th Aug., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI—KOBE & YOKOHAMA	"ANDRE LEBON" 12,000 ...	On or about 3rd Aug.
	"PAUL LECAT" ... 20,000 ...	On or about 15th Aug.
	"ARMAND BEHIC" 10,000 ...	On or about 4th Sept.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID	"AMAZONE" ... ... 10,000 ...	On or about 17th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

P. & O. - BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	12th Aug.	Singapore, Colombo & Bombay
"LAHORE" (Cargo)	5,300	18th Aug.	Marseilles, London & Antwerp
"KALYAN"	9,000	18th Aug.	Marseilles, London & Antwerp
"PLASSY"	7,400	28th Aug.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA"	5,200	1st Aug., 1 P.M.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	18th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"KANOWNA"	7,000	22nd Sept.	

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	1st Aug 4 P.M.	Shanghai only.
"JAPAN"	6,100	9th Aug.	Shanghai & Japan.
"JUPORE"	—	4th Aug. 4 P.M.	Shai, Moji, Kobe & Yokohama.
"PLASSY"	7,400	9th Aug.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG
—Monthly directly service via Singapore and Port Said.

"ALPS MARU" ...	(Call Marseilles) ...	Tuesday,	7th Sept.
"ATLAS MARU"		Saturday,	25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU"	Friday,	13th Aug.
"CHICAGO MARU"	Thursday,	9th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"LUZON MARU"	Friday,	20th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"UNNAN MARU"	Sunday,	1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"KUNAJIRI MARU"	Friday,	27th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway

"AFRICA MARU"	Saturday,	21st Aug.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU"	Wednesday,	1st Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU"	Thursday,	9th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDUS MARU"	Thursday,	5th August.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office

"AMAKURA MARU"	Sunday,	1st August.

TAKAO via SWATOW & AMOY.

"SOSHU MARU"	Thursday,	12th August

For sailing dates and further particulars please apply to:—

Y. YAMAUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745. 21

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	...Aug. 10th. (from Yokohama)
TENYO MARU	22,000	...Aug. 12th.
SHINYO MARU	22,000	...Sept. 6th.
PERSIA MARU	9,000	...Sept. 17th.
KOREA MARU	20,000	...Sept. 30th.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITHS, LTD. [35

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe).

"CITY OF SPOKANE ... ... About Aug., 19th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"COAXET" ... ... About Aug. 12nd.

For SAN FRANCISCO and SEATTLE.

"ELKTON". ... ... About Aug. 6th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. Fifth Floor, HOTEL MANSION.

THE BARBER S.S. LINES, INC.
THE ADMIRAL LINE

Freight Service to Europe

Regular Service to

ANTWERP and ROTTERDAM.

S.S. "WEST CAMPGAW" ... about Aug. 15th.
S.S. "EASTERLING" ... ... about Sept. 15th.

For Freight Space and Particulars apply to—

THE ADMIRAL LINE

Telephones.	AGENTS.	5th Floor.
2477 & 2478		Hotel Mansions.

1113

SERVICE to UNITED STATES

NEW YORK and/or BOSTON
via Panama

S.S. "SAUCON" ... ... about 15th Aug.
S.S. "CAPE MAY" ... ... about 15th Sept.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONES 2477 & 2478	AGENTS.	5TH FLOOR HOTEL MANSIONS

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POST OFFICE NOTICE.

The Private letter boxes at the G.P.O. will be closed while undergoing a General overhaul from 1st to 7th August.

During this period boxholders' correspondence will be delived to properly authorised messengers at the book counter of the G.P.O.

INWARD MAILS.

From	Per	Due
Straits	*Dumra*	31st July.
Straits and Calcutta	*Shingo Maru*	31st July.
Shanghai	*Sinkiang*	2nd Aug.
Manila	*Tenyo Maru*	4th Aug.
Japan	*Toyohashi Maru*	6th Aug
U.S.A. and Japan	*Yashima Maru*	6th Aug.

OUTWARD MAILS.

For	Per	Date
Shanghai, N. China and Japan, via Kobe	*Kaga Maru*	Saturday, 31st, 10.00 A.M.
Straits, Bangkok, Calcutta and Aden	*Torilla*	Saturday, 31st, noon
Pakhoi and Haiphong	*Kaiping*	Saturday, 31st, 2.00 P.M.
Shanghai and North China	*Chenan*	Saturday, 31st, 3.00 P.M.
Hoihow, Pakhoi and Haiphong	*Kaifong*	Saturday, 31st, 5.00 P.M.
*Hoihow and *Pakhoi	*Chong Fu*	Saturday, 31st, 5.00 P.M.
		—:AUGUST:—
Shanghai and North China	*Dumra*	Sunday, 1st, 9.00 A.M.
Saigon	*Unnan Maru*	Sunday, 1st, 9.00 A.M.
Swatow, Amoy and Formosa via Keelung	*Anakuma Maru*	Sunday, 1st, 9.00 A.M.
Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO	*Tjibodas*	Sunday, 1st, Registration 9.00 A.M. Letters 9.30 A.M.
Tourane	*Kwai Wah*	Monday, 2nd, 9.00 A.M.
Amoy *Shanghai and *North China	*Sunyang*	Tuesday, 3rd, 9.00 A.M.
*Swatow and *Bangkok	*Luchow*	Tuesday, 3rd, 11.00 A.M.
Swatow, Amoy and Foochow	*Hai Hong*	Tuesday, 3rd, 1.00 P.M.
Philippine Islands	*Taming*	Tuesday, 3rd, 3.00 P.M.
Shanghai, N. China and Japan via Moji	*Jeypore*	Wednesday, 4th, 3.00 P.M.
Shanghai, and North China	*Sinkiang*	Thursday, 5th, 11.00 A.M.
Swatow, Amoy, and Foochow	*Haichow*	Friday, 6th, 1.00 P.M.
Weihaiwei, Chefoo and Tientsin	*Kweichow*	Saturday, 7th, 3.00 P.M.
Swatow, Amoy and Foochow	*Hai Teong*	Tuesday, 10th, 1.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL & SOUTH AMERICA, AND *EUROPE via SAN FRANCISCO	*Tenyo Maru*	Thursday, 12th, Registration 9.45 A.M. Letters 10.30 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST SERVICES.

LONDON SERVICE
(DIRECT).

"PROMETHEUS"	17TH AUG.	London & Hamburg
"OANFA"	17TH AUG.	London, Amsterdam & Antwerp.
"PROTESILAUS"	31ST AUG.	London, Amsterdam & Hamburg.
"ACHILLES"	9TH SEPT.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"ALCINOUS"	14TH AUG.	Havre & Liverpool.
"BELLEROPHON"	20TH AUG.	Genoa, Ms'lles, L'pool & Glasgow.
"RHESUS"	2ND SEPT.	Marseilles, Havre & Liverpool.
"CYCLOPS"	11TH SEPT.	Genoa, Ms'lles, L'pool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"IXION"	16TH AUG.	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	30TH AUG.	
"TYNDAREUS"	6TH OCT.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

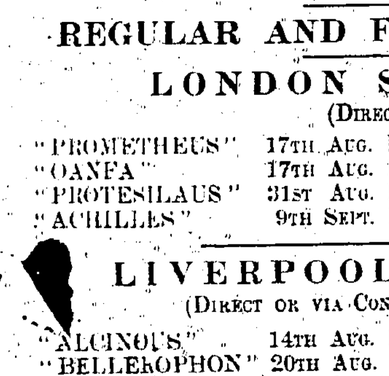
See separate Joint advertisement.

FOR FREIGHT AND FURTHER INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1241]

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—
RELIABILITY—
ECONOMY

A STANDARD SERIES.

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

10 TO 450 B.H.P.

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE.

For further particulars apply to—

WM. C JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

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COMMERCIAL.

OPENING QUOTATIONS.

	July 30th.
ON LONDON.—	
Telegraphic Transfer	4/-
Bank Bills, on demand	4/-
Bank Bills, at 3 days sight	4/-
Bank Bills, at 4 months sight	4/-
Credits, at 4 months' sight	4/2
Documentary Bills, 4 months' sight	4/-
ON PARIS.	
Bank Bills, on demand	
Credits, 4 months' sight	1030
ON NEW YORK.—	
Bank bills on demand	nom.
Credits, at 60 days sight	77½
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom.
ON SHANGHAI.—	
Bank bills, at sight	nom
Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	147½
ON MANILA.—On demand—Pesos	166
ON SINGAPORE.—On demand	173
ON BATAVIA.—On demand	204½
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	52½
SOVEREIGNS, Bank's Buying rate	$ 4.90 n.
GOLD LEAF 100 fine, per tael	$34.60
BAR SILVER per oz	58½d.

SUBSIDIARY COINS.

	Per cent.
Hongkong...20 cents piece	$0.00 Discount.
Hongkong...10 "	0.12 "
Canton —20 "	9.75 "
Canton ...10 "	0.00 Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd., 1919. 9

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 37,500,000
Reserve Funds	" 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
2, Des Vœux Road, Central,
Hongkong, November 1st, 1919. [43

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 2.

Authorised Capital	£2,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:
Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

A HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, June 3rd, 1920 [44

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. PARR—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnston
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Patzenhofer, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager

Hongkong, May 18th, 1920. 8

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	Frs. 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS,

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de-Paye-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, December 1st, 1919. [76

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. PONG WAI TING, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong,
Mr. Fung Ping Shan,	Mr. Wong Yun Tong,
Mr. P. K. Kwok,	Mr. Chan Ching Shek,
Mr. Ng Chang Luk.	

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 % per annum.
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KAN TONG PO, Chief Manager.
Hongkong, February 15th, 1920 [106

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TSUYEE PEI,
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Hongkong, February 6th, 1920. 84

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